

The Hongkong Telegraph.

WEATHER FORECAST
FAIR.
Barometer 29.97

(ESTABLISHED 1881.)

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October 24th, 1912, Temperature a.m. 72, p.m. 79; Humidity...87, 71.

October 24th, 1911, Temperature a.m. 76, p.m. 75; Humidity...72, 72.

No. 8926

號六十月九年子壬

FRIDAY, OCTOBER 25, 1912.

五拜禮

號五廿月十英港香

\$36 PER ANNUM
SINGAPORE CORP. 10 CENTS.

TELEGRAMS.

THE WAR.

BIG TURKISH REVERSE.

Router's [Service to the "Telegraph."]
London, October 24.
Router's correspondent at Sofia reports that it is officially announced that the Bulgarians have occupied Kirk Kilisli, the Turkish garrison of 50,000 and two Pashas being captured.

A SANQUINARY BATTLE.

Router's correspondent at Constantinople states that it is officially announced that the Turkish Western Army, near Kumanovo, attacked four Serbian divisions, and a sanguinary battle ensued. There were enormous Serbian losses and the enemy were routed, the Turks pursuing them.

ANOTHER VERSION.

A Belgrade telegram says the Serbian version is that the Serbians captured part of a fortress after desperate fighting, which is still proceeding round the town.

FURTHER TURKISH LOSSES.

Router's correspondent at Sofia says it is officially announced that in Monday's fighting at Kadikou, near Mustafa Pasha, the Turks lost 73 killed, 64 prisoners, and 5 machine guns.

PERSISTENT BULGARIANS.

The Bulgarian artillery are now heavily bombarding Adrianople. Already two outer forts have been captured.

At Constantinople it is announced that there was heavy fighting all Wednesday between Adrianople and Kirk Kilisli. Both sides were showing the utmost bravery and determination. No decisive result was expected before Thursday evening.

GREEK SUCCESS.

Router's correspondent at Athens says that it is officially announced that the Greeks have captured Serfidje and occupied the bridge over the River Aliakmon, thus cutting off the Turks' retreat. They captured 22 field guns and a large number of prisoners.

A SERBIAN VICTORY.

Router's Belgrade correspondent wires that the Serbians have captured the town of Novibazar, preceded by three days' desperate fighting, the Turks holding strongly fortified positions. One hundred and eighty more wounded arrived at Belgrade Hospital, and were greeted by cheering crowds.

DUTIES RAISED.

The Porte has decided to raise the import duties from 11 per cent to 14 per cent in Adrianople.

A CONTINUOUS RAID.

Telegrams speak of a continuous raid throughout the east of war.

The Turks claim two successes.

Important Legislation at Singapore.

At a meeting of the Singapore Legislative Council held recently the Orders of the Day included some important measures. Among them were the Wireless Telegraph Bill, "to provide for the regulation of wireless telegraphy," first reading; the Betting Bill, "for the suppression of betting houses and betting in public places," first reading; and the second reading of the Supply Bill with the estimates for next year.

TELEGRAMS.

THE CHINESE REPUBLIC.

DR. SUN AT WUHU.

(From Chinese Sources.)
Shanghai, October 24.
Dr. Sun Yat-sen arrived at Wu-hu to-day.

A RECOMMENDED APPOINTMENT.

Vice President Li Yuan-hong has telegraphed to President Yuan recommending the appointment of Tang Fa-leung as Commissioner of Interior in Hupeh.

PEKING FOREIGN CONCESSION.

The Ministry of Foreign Affairs is discussing with the Diplomatic Body the question of the extension of the foreign concession in Peking.

AVIATION.

A Russian airman has arrived at Peking, and will give a series of flights with his aeroplane. "Sht Pa."

MILITARY INQUIRY.

Peking, October 24.

Tuan Ki-sui, Minister of War, has arrived at Pao-tung-fu to conduct an enquiry into the trouble created by the cadets of the Military College and also to reorganize the management of the college.

CANNON FACTORY.

The Government intends to devote a capital of \$2,000,000 to build a gun and cannon factory in the Three Eastern Provinces. "Sai Kai Kung Yik Po."

London Rubber Market.

The East Asiatic Company's Daily Report for October 18 says:—The market in London, yesterday, was weak and declining. The closing prices were:—
Hard fine Para... 4/6 1/2
" forward... 4/5 1/2
First latex crepe, delivery next three months 4/2 1/2

Singapore Produce.

October 18, 1912.

Gambier ... buyers	\$ 9.00
(Cuba No. 1) unpecked	14.50
Copra, Smoked	11.15
Mixed	10.80
Pepper, Black	20.20
White 5 per cent	34.00
Sago Flour, Sarawak	4.00
Brunei No. 1	nom.
Pearl Sago	5.00
Coffee Bali	33.00
" Palembang 10 per cent basis	32.00
Tapioca, small flake	8.80
" small pearl	—
" med. pearl	7.80
Tin	113.30
Opium, China	3,400
Straits	1,250
Rice, Rangoon White	220
Rice, Siam No. 1	320
do. No. 2	280
Petroleum.	
Devon's Imp. Brilliant Oil (2 tins)	3.42
Sylvan Arrow Oil (2 tins)	3.11
Fish Brand (2 tins) case at	3.15
Oil (2 tins) at	3.15
Lamp Glass (2 tins) case at	3.15
(superfine) 12 tins at	3.05
Langkat's (2 tins) case at	3.05
Dragon (2 tins) at	2.95
Brand	—
Bulk Oil per drum of 4 galls	at 2.55
Crown Oil (2 tins)	at 2.75
Turpentine galls at	5.60

TELEGRAMS.

OBITUARY.

VISCOUNT PEEL.

Router's [Service to the "Telegraph."]
London, October 24.

The death is announced of Viscount Peel, P.C., D.O.L., at the age of 83 years.
[The deceased Peel was the first holder of the title, which was created in 1895, and was a son of the great Sir Robert Peel. He was a Liberal of the old school and held various Ministerial posts. He was Speaker of the House of Commons from 1884 to 1895. After his elevation to the Peerage he did much work on Commissions and drew up the memorable Minority Report of the Licensing Commission. The heir to the title is the Hon. William R. Walpole Peel, Unlambert M.P. for Taunton, who is 46 years of age.]

CHINESE FINANCE.

A Home Paper's Remarks.

The week ending September 27, says the "London and China Express," has been distinctly interesting in the matter of Chinese finance, and the loan for \$10,000,000 contracted for by Messrs. J. Birch, Crisp and Co. with the Chinese Government has been issued as to one moiety. We are not so much concerned with the blasts and counter-blasts by the rival institutions. What we desire to look at is China herself and the ultimate effect that her present action may entail upon her. The promoters of the loan and the representatives of the Six Powers group have issued statements and counter-statements explaining their respective positions; the Foreign Office has intimated that the British financiers responsible for this loan have been acting in direct opposition to the wishes and policy of His Majesty's Government, and Sir John Jordan has entered at Peking a very forcible protest against the transaction. The effect on the British public has been to well advertise any issue, and this was shown by the way the underwriting was handled, though in some quarters it was refused the loan will doubtless be taken by the public. No one is denied the right of investing his money if he chooses though practically the value of the security for the loan is small. But the fact is that for China a situation has been created that must be viewed with serious anxiety. The British Government has recorded its opinion at Peking against the loan, and the corollary of this is a demand by the Powers for the redemption next year of the indemnity payments, which have been suspended since the revolution, and the settlement of arrears, which by the end of December will practically amount to \$4,000,000.

Further Foreign Liabilities.
Further foreign liabilities of China up to June, 1913, include the Belgian loan of £1,250,000, the advances of the Six-powers group of £1,750,000, the indemnity instalments of £1,500,000, besides several Japanese and German loans, aggregating £1,000,000, recently contracted in anticipation of a comprehensive loan—roughly a total of £9,500,000. Should China fail to pay the arrears and to meet the instalments of the indemnity as they fall due, the Powers may insist on taking over the administration of the salt gabelle, part of the security stipulated by the Peace Protocol.

The revenues are already pledged against six obligations—namely, the Anglo-German loan of 1898, the Boxer indemnity, the Peking-Hankow Railway loan of 1908, the Hakuang Railway loan of 1911, advances on account of the Currency Loan, and advances by the Six-Powers Group, and do little more than meet these charges.

TELEGRAMS.

H.K. & S. BANK.

GERMAN INFLUENCE DENIED.

Router's [Service to the "Telegraph."]
London, October 24.

In the House of Commons, Sir Edward Grey, replying to Mr. Ginnell, said he believed to be erroneous the suggestion that the Hongkong and Shanghai Bank is largely controlled by German influence.

LEGISLATIVE COUNCIL.

(Continued from page 9.)

then the number of police per head was very large indeed. The Hon. Captain Superintendent, the Hon. Colonial Secretary and himself had gone into the matter and were of opinion that the increase was sufficient. Turning to the alleged burglaries His Excellency, after suggesting means for keeping out the burglar, said he had gone carefully into the so-called burglaries at the Peak. There was no burglary among them, technically known as a burglary. Access was either gained through an open door or through an open window. If ordinary precautions had been taken in those five cases they would probably not have occurred. The Chinese were already taking precautions and if the Europeans would follow their example and if the Chinese would push their precautions a little further, the Captain Superintendent would have a very much better record to show. Then, as to the rumours of bribery and corruption in the police force, it was a very serious matter, of course, and the first that he had heard of it and he would make what investigations he could into the matter. The question of bringing the Indian watchmen under police supervision and control came up some time ago and instructions were given which have been carried out that the police should report to their employers any watchman that they found sleeping on duty. The Honourable member had referred to the escaping of convicts from the gaol. He would like to say that the enquiries showed that if the staff had carried out their written instructions, the escape would not have occurred. Therefore it seemed to him hardly reasonable that on an account of this one escape there should be a commission appointed to enquire into the adequacy of the staff and the organisation. The latter was in the hands of Mr. Orsag who was at present on leave and he was about as a capable an officer as was possible to find. He spent fifteen years in prisons at Home before he came to the colony and he could not think that there was much wrong with the staff or its adequacy for the same reason. After dealing with the question of salaries His Excellency turned to the matter of prison accommodation. He admitted that it was deplorable that at the present time the gaol was crowded but he would remind them that in the year 1910 an additional wing was put up and in 1911 the prison accommodation was adequate. There had been a very large increase in the daily population of the gaol but they hoped it was only temporary. There were several causes which contributed to it. One was the extreme activity of the commissioner of police at Canton who had made it so hot for the undesirable that they had preferred to come here. Another factor was the cheapness of the fare.

After dealing with the points made by the Hon. Members in their various speeches, His Excellency, referring to the question of the water supply, gave reasons why it was necessary to be cautious and urged on unofficial members to use their influence to direct the attention of the

TELEGRAMS.

DREADNOUGHT MISHAP.

A COMMANDER INJURED.

Router's [Service to the "Telegraph."]
London, October 24.

An accident occurred during the launch of the twentieth Dreadnought, the Marlborough, at Devonport.

A hawser broke, injuring Commander Winthrop and several men. Commander Winthrop was admitted to hospital.

Sanitary Board from the Polk-fum reservoir.

The crusade for attacking the purity of that supply and even going so far as to recommend that it should be shut up altogether was useless. The water was good and the necessity for it apparent. Even with the new reservoir they could not hope to do without it.

Scavenging Byelaws.

Dealing with the proposal of the Colonial Secretary to adopt Scavenging and Conservancy Byelaws, the Hon. Mr. H. E. Pollock K.C. said that there was one point which he thought ought to be brought to the notice of the Council, and that was Byelaw No. 8. The clause, among others, to which he referred was subsection 1 of section 1, and referring to the Hill District. The procedure set out in clause 8 seemed to him to be altogether inapplicable to the practice which had prevailed on the Hill district. In the Hill district the householders provided themselves with bins for the purpose of containing ashes and domestic refuse, which was cleared away—in his own case at about 2.30 a.m. He thought that some amendment should be made so that the byelaw should be in conformity with the prevailing practice; and prevent the bye law from being open to misconstruction. He moved that the byelaws should be referred back to the Sanitary Board and he was quite sure it would be possible to amend them in some way to fit in with the practice actually prevailing.

His Excellency said that the matter could stand over until the next meeting, and the matter closed.

Vehicles and Traffic.

The Hon. Attorney General moved the second reading of the bill entitled "An Ordinance to consolidate and amend the law with respect to vehicles and traffic." In doing so he pointed out that the bill carefully defined the different classes of vehicles, and gave power to the Governor-in-Council to make regulations as necessary, for the licensing of these vehicles, and for the regulating of their conduct.

The second reading was passed.

Merchant Shipping.
On the motion of the Hon. Attorney General, the bill, entitled "an ordinance to amend the merchant shipping ordinance 1899" passed its second and third readings.

The New Japanese Embassy.

The new home of the Japanese Embassy is at No. 10, Grosvenor-square, where Canning and Granville kept house together three generations ago. It is noticeable how many Embassies and Legations have found homes on the Grosvenor estates. Italy is already in Grosvenor-square, Spain and the Netherlands are in Grosvenor-gardens, Chile in Grosvenor-street, Austria-Hungary in Belgrave-square, Belgium is near by, and Denmark is in Upper Belgrave-street. Time was, says the "Westminster Gazette," when the Japanese Ambassador would not easily have got servants for Grosvenor-square. Some 80 years ago a member of Parliament moved thither from Marylebone told Macaulay that his servants told him that his notice, declining to be taken to such an outlandish place.

TELEGRAMS.

HOME RULE.

THIRD CLAUSE PASSED.

Router's [Service to the "Telegraph."]
London, October 24.

Clause 3 of the Home Rule Bill, providing religious safeguards, has been adopted, with the aid of the "guillotine."

LOCAL SPORT.

CRICKET NEWS.

A match has been arranged to take place on the Hongkong Cricket Club ground to-morrow between Mr. Turner's XI. and Mr. H. Hancock's XI. Play is to commence at 2 p.m. Teams:—Mr. Turner's XI:—W. C. D. Turner, A. O. E. Elborough, A. A. Claxton, E. A. S. Fowler, A. H. Gillingham, G. B. Sayer, J. W. Stephenson-Jellie, R. O. Hutchison, Lt. H. G. Bagnall, Capt. H. K. Hughes, Corpl. Taverner. Mr. Hancock's XI:—Lt. A. G. White, Capt. R. D. Crawford, Lt. E. W. Christian, R. E. O. Bird, Lance Corpl. Dompney, Lt. N. J. Williams, H. H. Taylor, A. N. Joseland, J. S. Lloyd, E. B. Reed. The Kowloon A. team are to play the Civil Service eleven on the Civil Service ground at Happy Valley tomorrow, at half past two. The game will be well worth witnessing, as the rivalry between the two is great.

The Kowloon Cricket Club B. team will meet the Royal Engineers' eleven on the Kowloon grounds at half past two.

C. C. O. and Police meet on the Police ground at 2 p.m. in a League fixture. The following will represent the C.C.O.:—R. A. Carvalho, J. V. Bragg, E. L. Bragg, R. Pastonji, G. A. Hancock, W. H. Viveash, L. A. Rose, W. A. Rose, J. D. Norris, C. Johnstone, R. Bass.

LAWN BOWLS.

The first round of the Distillers' Company Ltd., competition was finished on Thursday night on the Civil Service Ground.

Sergeant T. Pitt won by two points, and he is said to be favourite for the finals.

The games yesterday were very exciting, and the finals will be more so.

NEWS FOR BUSY MEN.

TELEGRAMS.

THE NEWS CONDENSED.

Viscount Peel, a former Speaker of the House of Commons, is dead.

After three days' desperate fighting, the Serbians have captured the town of Novibazar.

The Bulgarians have occupied Kirk Kilisli and captured the Turkish garrison of 50,000 and two Pashas.

Telegrams relative to the Balkan conflagration speak of a continuous raid throughout the east of war.

The Bulgarian artillery is heavily bombarding Adrianople and has already captured two outer forts.

The Greeks have captured Serfidje and occupied a bridge over the river Aliakmon, thus cutting off the Turkish retreat.

In the fighting at Kadikou the Turks lost 73 killed, while 64 were taken prisoners and five machine guns captured.

NEWS FOR BUSY MEN.

TELEGRAMS.

THE NEWS CONDENSED.

By the aid of the "guillotine" Clause 3 of the Home Rule Bill has passed the House of Commons. It provides religious safeguards.

During the launch of the Dreadnought Marlborough at Devonport a hawser broke and injured Commander Winthrop and several men.

Owing to the French Government refusing to grant a quotation on the Paris Bourse, the ratification of the Belgian Loan of ten millions to China is rendered impossible.

In the House of Commons, Sir Edward Grey, replying to Mr. Ginnell, said he believed it to be erroneous that the Hongkong and Shanghai Bank is largely controlled by German influence.

According to Turkish reports, the Western Turkish Army has had a sanguinary battle with four divisions of Serbians, inflicting severe losses on the enemy, who were routed. The Serbian version is totally different.

The Diplomatic Body in Peking is drawing up a protest against the proposal of the Minister of Finance to pay the revenue from the Tientsin salt gabelle to the Chartered Bank for the service of the Crisp Loan, on the ground that this is already mortgaged.

LOCAL.

The gold ring reported to have been missing from the Zafro on the 28th ult., has been found.

A quarrel in the market in Shaukiwan has been the means of a man being sent to the hospital.

The box, marked Cook, said to have been missed by a passenger on the a.s. Eastern, has been found.

Two coolies who ran over a man's foot with a dust cart were fined \$10, at the Police Court, this morning.

Commander Basil Taylor R.N., Harbour Master of Hongkong, returned from leave to-day by the a.s. Delta.

A draft of £17.15, representing 355 subscribers, has been sent to London, to the Joseph Chamberlain Birthday Shilling Fund.

To-night the Hongkong A.D.O. give their opening performance of "A Pair of Spectacles." There will be a repeat performance to-morrow night.

One man was fined \$25, another \$5 and thirteen others \$2, at the Police Court, this morning for being concerned in a gambling house at Yau-mai.

Celebrations are to be held at Macao during the next day, on a somewhat extensive scale, in connection with the establishment of the Chinese Republic. The French line from Hongkong is running special excursions from Saturday to Tuesday in connection with the festivities.

The quick rise, last week, in Hongkong and Whampoa Dock shares has given rise to much curiosity locally. We are authorised to state that a movement is under discussion for bringing about a working agreement between this firm and the Takoo Dockyard, whereby the present keen and regrettable competition between the two may be done away with.

KOWLOON-CANTON RAILWAY.

Sum Necessary to Complete the Scheme.

At the meeting of the Legislative Council yesterday the following resolution was submitted by the Hon. Colonial Secretary: It is hereby resolved that a sum of Dollars three hundred and nine thousand, two hundred and fourteen be advanced out of funds in the custody of the Government for the construction of the Kowloon-Canton Railway (British section) during the year 1912.

The Colonial Secretary said:—Before moving the resolution which stands in my name I will, with Your Excellency's permission, say a few words in explanation of the expenditure which it is estimated will be necessary to complete the construction and equipment of the British Section of the Kowloon-Canton Railway.

It will be within the recollection of Honourable Members that at the meeting of this Council held on 27th. of April, 1911, they voted a sum of \$412,501 for Railway Construction during the year 1911. For various reasons into which I need not now enter a sum of only \$137,975 was spent during the year leaving a balance which lapsed of \$275,427. Therefore a large portion of the net amount which the Council is asked to sanction for disbursement during the current year is in reality in the nature of a re-vote.

The total sum now estimated as being required to complete the construction and equipment of the Main and Branch Lines as shown in columns 5 and 6 of the Statement amounts to \$2,128,052 or excluding the sum of \$1,473,880 already voted by Council for the Station site, to \$654,172. The principal items of which this last figure is composed fall under five main heads of expenditure namely (i) Station and Station Yard (ii) Locomotives (iii) Addition to Engine and Engine Shops (iv) Carriage and Wagon Rolling Stock and (v) Manager's House. I will deal separately with each of these heads.

Station and Station Yard:—The provision required on this account is distributed under the following heads of charge:—

(c). Roads.....	\$6,955
(d). Ballast.....	10,954
(b). Permanent Way.....	31,075
Station and Buildings:—	
(a). Buildings and Fixtures.....	254,128
(b). Station Machinery.....	18,981
(c). Furniture.....	6,000
General Charges:—	
(a). (1). Salaries and Allowances.....	12,477
(2). Office Expenses.....	1,002
	\$341,272

For explanation of these items I would refer Honourable Members to the Manager's notes in column 7 of the Statement. It is impossible to estimate with any degree of certainty what the cost of the station building will be until the plans are prepared but the Government do not wish to spend more than \$200,000 at present if it can be avoided though it may be necessary to spend a further sum not exceeding \$100,000 in order to provide all the accommodation required.

You informed the Council, Sir, at its last meeting that the designs for the Station were by kind permission of the Government of the Federated Malay being prepared by Mr. A. B. Hubback, Government Architect. Mr. Hubback will submit his preliminary sketches for approval before he proceeds to the preparation of general drawings, specification and estimate.

Locomotives:—The sum of \$5,000 included under Head of Charge IX Plant (e) Loco Rolling Stock is intended to cover the cost of 2 locomotives. One of these engines was ordered early in 1911 and was provided for in the Estimates of Railway Capital Expenditure for that year but owing to delay in shipment the vote lapsed on 31st. December. Provision for a 4th. tank locomotive was, you will remember, included under Special Expenditure chargeable to Capital in the Railway open line Estimates for the current year but owing to a reduction in traffic re-

ceipts consequent upon the Revolution and the unsettled state of South China and to the heavy calls on Revenue on other accounts it has been considered advisable to meet this expenditure out of funds provided by loan. This method of financing is quite legitimate because with the addition of one more main line engine making five in all and of one more branch line engine, making three in all, for which a provision of \$53,000 is made in "estimate to complete" the total expenditure of this account will be no more than is necessary to place the engine power both as regards the main and branch lines on a sound working basis. The 3rd and 4th Main Line engines arrived on 14 June and are now in service. The Government is not present in correspondence with the Crown Agents with reference to the placing of orders for the 5th Main Line and 3rd Branch Line engines.

Addition to Engine Shops:—These additional locomotives necessitate an addition to engine shops for which \$10,000 is included for disbursement this year and \$5,000 next year under Head of Charge VII Stations and Buildings (d) Workshops.

Carriage and Wagon Rolling Stock:—The sum of \$107,000 included under head of Charge IX Plant (f) includes the cost of eight coaches for which provision was made in the Estimate of Railway Capital Expenditure for the year 1911; which provision however lapsed on 31st December owing to non-delivery of the underframes. These carriages are now in service. The estimate of \$18,512 in the column "to complete" is for coaches for the Fanning Sha Tau Kok Light Railway.

Manager's House.

A sum of \$20,000 for a house for the Manager was, you will remember, included under Special Expenditure chargeable to Capital in the Railway open line Estimates for the current year but for the reasons given in the preceding paragraph in the case of locomotives it has been decided to meet this expenditure out of funds provided by loan. Provision was included in the open line Estimates on the supposition that a suitable site could be found on Crown Land.

In December last the Manager of the Railway and an officer of the Public Works Department were instructed to inspect the sites available and to make a joint recommendation. They reported that there were only three worthy of serious consideration namely (i) Observatory Hill, (ii) a site immediately North of K.I.L. 1,132, both on Crown Land and (iii) a portion of Garden Lot 31 privately owned. They stated however that both the Director of the Observatory and the Director-Designate had raised strong objections to the erection of any further building in close proximity to the Observatory owing to the adverse effect it would have on the magnetic instruments; and that as regards site (ii) it lay inconveniently close to the native district of Yau-mai and would be hot in summer. They therefore recommended that if possible site (iii) should be acquired. On further investigation it was however found that the acquisition of the site together with the erection thereon of a suitable house would together cost no less than \$60,000. These officers were then instructed to go into the question of purchasing outright a suitable house in Kowloon. They reported in January that the only suitable house available for acquisition was one situated on K.I.L. 1132 containing on the ground floor 3 rooms and 4 on first floor with detached kitchen and servants' quarters. It was subsequently ascertained that the owner would be willing to accept \$80,000 for property the area of which is 50,929 square feet. Deducting \$25,000 for the value of the house and servants' quarters upon which a sum of \$42,000 was spent in construction in 1902-3 by the then owner, the amount asked for land works out at \$35,000 or about 68¢ cents per square foot. This property which is a very valuable one the Government now propose to acquire and charge the value of the house and 24,933 square feet to Railway Capital Account (see Head of Charge X General Charges (a) (2) Quarters and Offices) and to pay for the balance comprising \$5,000

square feet out of Colonial Revenue. There is little Crown Land in this neighbourhood and the Government may require land there in the near future. Honourable Members will have noticed that provision for this latter purpose has been included in the Public Works Extraordinary Estimates for 1913 (item No. 43). It is further proposed that the Manager should be charged a rent equal to 4 per cent. on \$25,000 the value of the house, that the necessary heavy furniture should be provided and that he should pay an annual rental of 10 per cent. thereon.

The expenditure on Railway Capital account to 31st December, 1911, amounted to \$12,021,503 and it is estimated that the repayments of the Wuchang Loan will fall short of that figure by £807,212. In addition to this capital liability there is the amount voted under Financial Minute 25 of 26th May, 1912, for purchase of land for the station site, namely \$1,473,879.25 and also the sum of \$654,172 the details of which I have explained at some length in the preceding paragraphs. The total capital liability will therefore amount to \$2,435,204 and to meet it the Government propose to take advantage of the authority conveyed by the Railways Loan Ordinance 1905 and by the General Loan and Inscribed Stock Ordinance of the same year to make a further issue of inscribed stock to the extent of £250,000.

Hon. Mr. H. E. Pollock:—I should like to ask whether that sum of \$2,000 in sub division 10 General Charges, is any part of the architect's fee or whether any portion of that \$2,000 is any part of the architect's fee?

H.E. the Governor:—No; it is not.

Hon. Mr. H. E. Pollock:—Then I will defer my remarks with reference to the terminal station at Kowloon until my budget speech.

Famous Horse to go to France.

Considerable concern has naturally been caused in English racing circles by the statement, published by a London racing organ, apropos of the impressive victory of M. August Belmont's Tracery in the St. Leger, to the effect that Tracery's sire, Rock Sand, is lost to English breeders except these will go to the expense of sending their mares to the United States. Fortunately

Prepaid Advertisements.

ONE CENT PER WORD.

for each insertion.

WANTED.

WANTED a Godown facing the sea, in East or West Point, capacity about 50,000 cu. ft. Offers to P. O. Box No. 472. Hongkong, 18th Oct., 1912. [787]

TO LET.

TO LET.—FURNISHED, Chater's Bungalow, at present occupied by Dr. O. Forsyth, in Nathan Road, Kowloon. Apply to Percy Smith, Seth and Fleming, 3 Queen's Road Central. Hongkong, 23rd Oct., 1912. [791]

OFFICES TO LET.—First Class, central accommodation, light and airy, on First, Second and Third Floor, in new building being erected for Messrs. WHITEHAWAY LAIDLAW & CO., LTD. Entrance from Des Vaux Road. Electric Lift to all floors. Electric Light throughout.

The plan can be seen and all particulars obtained at the Office of Messrs. PALMER & TURNER, Alexandra Buildings, 2nd Floor. Hongkong, 30th Sept., 1912. [793]

MODERNISED, 21 The Peak, for six months from 1st November. Apply Property Office, Jardine, Matheson & Co., Ltd. Hongkong, 3rd Sept., 1912. [659]

TO LET LARGE substantially built, Godown situated on water front, East Point. For further particulars apply Property Office, Jardine, Matheson & Co., Ltd. Hongkong, 18th Aug., 1912. [588]

TO LET on 2nd Floor No. 2, Pedder Street. One roomed Office. Apply Property Office, Jardine, Matheson & Co., Ltd. Hongkong, 22nd May, 1912. [581]

English breeders will not have to go so far afield to obtain Rock Sand's services. The "Globe" states on the best authority that Rock Sand will not go to America, but will come to France, and will be installed in a few months' time at one of the leading studs in the vicinity of Paris.

Notice

DO YOU READ FICTION?

If so, our CIRCULATING LIBRARY is just the place for you.

No Doubt you have a PREFERENCE for a PARTICULAR AUTHOR: HIS BOOKS ARE ON OUR SHELVES. Every Mail Brings Large Numbers of the Latest Books. Call and see the last Consignment.

The following is a list of books just arrived:—
The Common Law, Robert W. Chambers.
The Red Hand of Ulster, George A. Birmingham.
The Golden Venture, J. S. Fletcher.
Tentacles, Ada Leverton.
The Escort, Gertrude S. Wentworth.
James.
Buried Alive, Arnold Bennett.
Tales of The Open Hazard, Halliwell.
Sutcliffe.
Without Trace, Williams LeQueux.
A Woman in the Lighthouse, Charles Gleig.
A Country Lawyer, Henry A. Shute.
Barbara, Alice and Claude Askew.
Neighbors of Mine, R. Androm.

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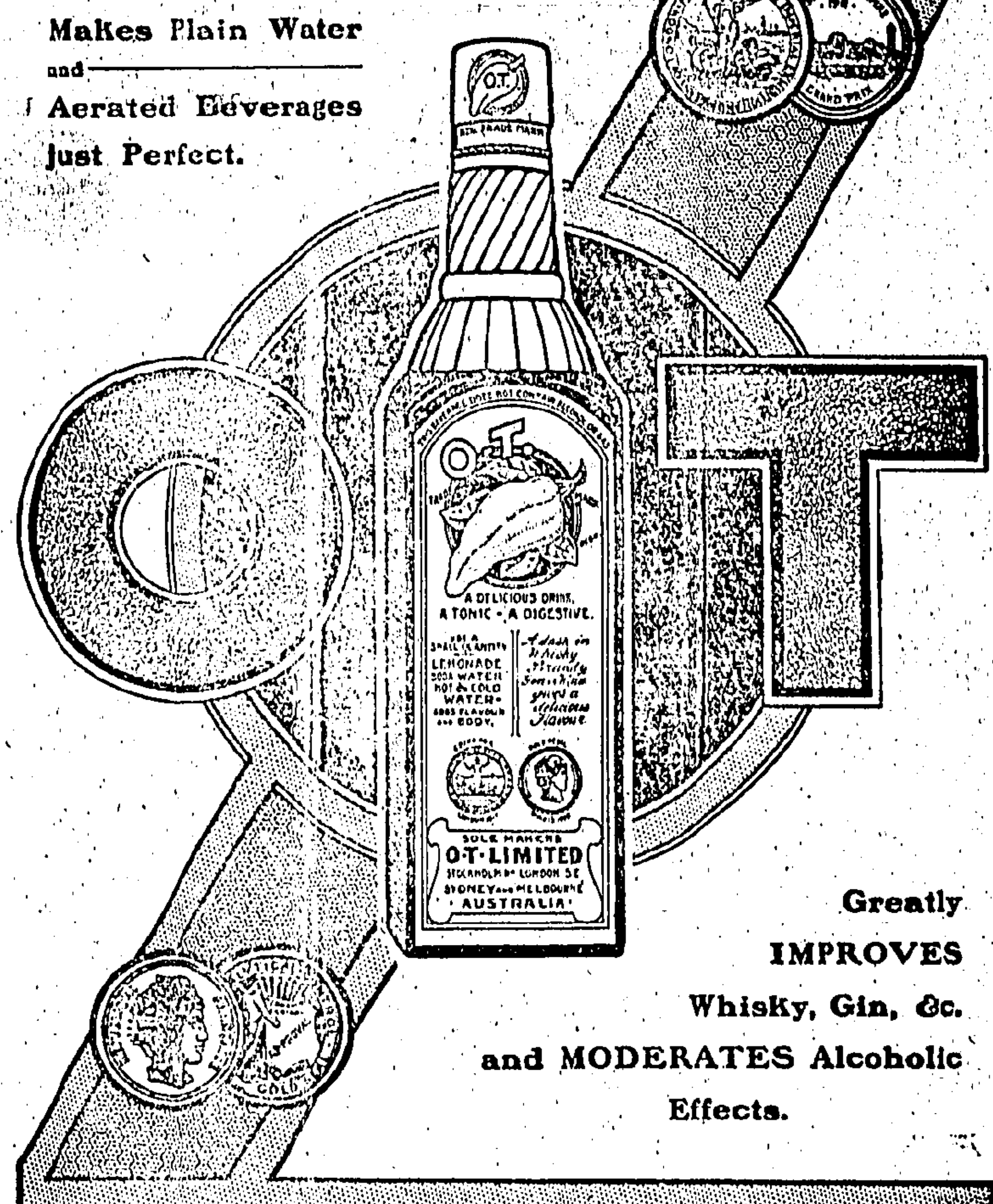
(1) THE WARRANTY STAMP OF THE UNION DES FABRICANTS.

(2) A METAL SEAL advertising CLETEAS.

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The rates of Subscription to the "Hongkong Telegraph" will be as follows:—

Daily issue—\$36 per annum.
Weekly issue—\$12 per annum.

The rates per quarter and per month, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is \$1.00 per quarter.

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Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

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By Order, "HONGKONG TELEGRAPH."

The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C., 5th edition. Western Union

The Hongkong Telegraph.

HONGKONG, FRIDAY, OCTOBER 25, 1912.

MATTERS OF MOMENT.

Not a few interesting matters were touched upon at yesterday's meeting of the Legislative Council, not the least important being the Tylam Tak scheme. The Hon. Mr. E. Osborne strongly urged that it should be completed in the shortest possible time and that nothing should stand in the way of its completion. In reply the Director of Public Works stated that the contract was signed only the other day, that the amount was \$1,781,817.98 and the time allowed for the completion of the work was five years. He trusted, however, that within two years from now the work would have reached such a stage as would enable them to derive some benefit from it in the way of an increased supply of water. It is sincerely to be hoped that this will not prove too sanguine an outlook.

It may be unkind again to say it, but the middle recently disclosed by the report of the Committee appointed to enquire into the questions of cost and delay in the erection of the Post Office buildings does not inspire too great confidence in the methods of the Public Works Department. These buildings, which were to cost \$625,000 have up till now involved an expenditure of \$1,040,000 and have not been completed in anything like the time originally intended. If the recommendations made by the committee referred to have been laid to heart, there should not be the same unfortunate delay in this case, but whether they have or not remains to be proved. In any case there was point in Mr. Osborne's request that His Excellency should take steps to see that the delay which characterized that and other works which are fresh in the public memory shall not be repeated. The matter is urgent. The Chinese last year had to make a short supply serve during more than half the year, and the present outlook is not too promising. To under-estimate the time required for the completion of Post Office buildings is serious enough, but the disappointment at delay is neither so great, nor so actually cruel, as would be a miscalculation of the time necessary for the completion of a scheme to provide an ample water supply. For this reason, therefore, we trust that the Director of Public Works is within the mark and that his Department will spare no pains to ensure that excuses for delay will not be necessary some years hence.

The Honourable Mr. Osborne made a suggestion in reference to this reservoir, which is indeed an excellent one, bearing as it does, directly on the point, i.e. that, "His Excellency should cause to be placed on the table every half year, a statement similar to that which is given for the Typhoon Refuge, which though not an absolutely correct index is at least sufficient to enable the Council and the public to form an opinion as the progress of the work."

To return to a matter touched upon here yesterday, we note with peculiar interest that regulations are now being framed dealing with brakes on trucks. We had almost said "peculiar satisfaction," but upon reflection it may be better to reserve that until the terms of the regulations are made public. All that is necessary to say now is that it is to be hoped that they will cover the points raised in the questions put by the Hon. Mr. Pollock yesterday and raised in these columns a number of times. The regulations should ensure not only that every truck, trolley, or handcart shall possess a brake but should ensure also that these are regularly tested, and should make the use of them compulsory. The last is the point of real concern, and it ought not to be difficult to frame regulations that shall cover these points and leave no loopholes for escape.

DAY BY DAY.

The happiness of your life depends upon the character of your thoughts.

Land Sale.

The 1,080 feet of land offered for sale at the District Land Office to-day brought \$17 per square foot.

Box Found.

The box reported to be lost by a passenger on the s.s. Eastern has been found.

Another Find.

The gold ring which was reported to have been lost on the s.s. Zafiro on the 28th ult., has been found.

Hawker Fined.

At the Police Court, this morning, a woman was fined \$5 for hawking fowl other than within the market.

Arrived To-day.

Mrs. Hutton Potts and the two Misses Potts arrived in Hongkong on the s.s. Kumsang this morning, from Japan.

"A Pair of Spectacles."

To-night the Hongkong A.D.C. give their opening performance of "A Pair of Spectacles." There will be a repeat performance to-morrow night.

The Harbour Master Returns.

Commander Basil Taylor, R.N., Harbour Master of Hongkong, returned from leave to-day by the s.s. Delta. Mr. A. Ritchie was a passenger by the same boat.

Alleged Armed Robbery.

The alleged armed robbery at Praya East, again occupied the afternoon in Mr. E. A. Irving's Court. The hearing had not concluded when we went to press.

Troublesome Coolies.

Thirty seven rickshaw coolies were fined \$3 each by Mr. E. A. Irving, at the Police Court, this morning, for causing obstruction in Wanchai. Inspector Mc Hardy proved the charges.

Trespassing.

Four women were fined \$3 each, at the Police Court, this morning for trespassing on a Government Plantation at Pokfulam, and gathering pine needles.

Market Quarrel.

A man has been sent to hospital from the Shaikwan district suffering from wounds on the face said to have been inflicted by another man during a quarrel in the market.

Careless Driving.

Two coolies were charged at the Police Court, this morning with carelessly driving a Sanitary Board dust cart and running over a man's foot. They were each fined \$10. The man is still in hospital.

Thefts of Coal.

The two men charged before Mr. Justice Gompertz, at the Criminal Sessions yesterday with stealing two tons of coal from Messrs A. Holt's launch were sentenced to two years' imprisonment each.

The Soudan.

The hired transport Soudan is expected to arrive here at 8 a.m. on Sunday. The details will disembark at 9 a.m. Should the vessel not arrive until after 9 a.m. disembarkation will be carried out as early as possible after the vessel is moored.

Gamblers.

Fifteen Chinese were brought before Mr. Irving, at the Police Court, this morning by D. S. Brown, and charged with gambling in a house at Yau-mat. One man was fined \$25 or in default one month, another \$5 or in default fourteen days, and the remainder \$2, or in default seven days each.

Victoria Theatre.

As usual the Victoria Theatre is giving a most excellent programme, and last night's big house very evidently enjoyed this to the full. The new film, "Little Humpback," contains a pretty strong turning on the old superstition that the touch of a hunchback brings luck. Two old friends, of whom spectators ever tire—Max Linder and Bobby—were represented again, as bright and as mirth-provoking as ever. Miss Addie Leigh was back again, singing as gracefully and prettily as ever; while Verne and Smith, in their really beautiful sand-dance, received deafening applause, which was fully merited. At an early date the managers will be adding the Franking sisters to their list of artists.

AL FRESCO FETE.

Sir Henry and Lady May Lend Their Patronage.

Their Excellencies Sir Henry and Lady May have very kindly extended their patronage to the forthcoming Al Fresco Fete which takes place on Sunday, November 3rd, in the compound of the Roman Catholic Cathedral on behalf of the poor and in aid of the Society St. Vincent de Paul.

This noble institution has for years been doing a truly grand work, totally irrespective of race or creed, and is consequently deserving of the greatest support from all classes of the community. It is sincerely to be hoped that the forthcoming Fete, announced in our advertising columns, will prove a thorough success and that the public of Hongkong will not miss the opportunity of patronising this charitable feast. The following abstract from the accounts of the Society for the year ended September 30th, 1912, will give some idea of the activities of the organisation:—

Income.

Balance in the Bank and on hand	\$1076.01
Proceeds of Al Fresco Fete	2381.32
Donation from the Colonial Government	100.00
Subscriptions from the Hon. Members	95.00
Collection at Weekly Meetings	67.25
Sundry Donations	182.20
Donation from an anonymous	200.00
Interest on fixed deposit and Savings Bank	41.98
	\$4143.76

Expenditure.

Weekly allowance to 48 families in cash	\$1171.50
Weekly allowance to 45 families in ticket	1128.20
Xmas allowance	85.00
Wanchai Hospital for medical attendance, medicine and funeral	120.00
Allowance to Wanchai Convent under the care of the Italian Sisters	60.00
Extra allowances to destitute	53.40
Subscription to bulletin and Stationery	11.95
Balance	1211.01
	\$4143.76

FERRIS HARTMAN COMEDY COMPANY.

Newspaper critics who have seen the Ferris Hartman Musical Comedy Company speak of it very highly. They are to open a season in Hongkong on Saturday, Nov. 2nd, and they will play to Hongkong audiences for eight nights, prior to their departure for a long engagement throughout India.

The "China Press" says of the company:—"A very large audience greeted the Company last night, and insisted on encore upon after-encore of the tuneful musical numbers. This shows that the American players are making good."

"Miss 'Muggins' Davies is delightful in her part, and of course M. Hartman's reputation as comedian is without a parallel on the Pacific Coast."

"The properties" of the company are numerous, and it is understood that the stage settings are exceptionally fine, no expense having been spared to make the necessary scenic effects.

The Company's production, called the "Campus" is a musical comedy of American College life and is full of dry humour and amusing dialogue.

Rag time dancing and duets fill in a gay programme, and Mr. Walter de Leon's opening song "When the sun is shining, always brings down the house." The plays which will be given are:—"One night off," "The Campus," "The Toymaker," "The Girl and the Boy," "Mr. O. Joy," "Winning Jockey," "Fairy Tale," and another "One night off."

It is anticipated that the twenty-five artists will score a great success in Hongkong.

Off to Manila.

The Raymond Yeal Comedy Co. left for Manila by the Zafiro to-day.

CORRESPONDENCE.

To the Editor of the "Hongkong Telegraph."

JOSEPH CHAMBERLAIN BIRTHDAY SHILLING FUND.

Dear Sir,
A draft for £17.15/- has been sent to London, representing 355 subscribers to the above fund. The list of names of subscribers will be forwarded later.

Yours etc.,

H. E. Pollock.

25 October, 1912.

STOLEN TROUSERS.

At the Police Court, this morning, L. S. Wills laid the circumstances of a case of clothes stealing fully before the Bench, when a man was sentenced to three months' and four hours' stocks for stealing a pair of trousers at Kowloon.

It was stated that the defendant was captured by Mr. Kemp, the Crown Solicitor, and the defendant in trying to escape but his wrist. The defendant is believed to be the thief who has robbed so many clothes lines in Kowloon of late.

EXCURSIONS TO MACAO.

Big Celebration of the Chinese Republic.

Macao should be busy just now. The Messageries Cantonaises are running excursions daily, from to-morrow (Saturday) till Tuesday, and the Hongkong, Canton and Macao Co. also have one on Sunday. These are taking place in connection with the forthcoming celebration of the Chinese Republic at Macao. Minor celebrations have, of course, been held there, but the one now to take place is to eclipse all predecessors. An enormous influx of Canton Chinese is anticipated, and Hongkong will certainly contribute its share.

Macao, we understand, has been chosen as the meeting-place for the Chinese on this occasion, partly because it occupies a sort of midway position, but mainly on account of its being more adaptable to such festivities than Canton or Hongkong. French boats will leave Hongkong at 8 a.m. on Saturday, Monday and Tuesday, returning from Macao at 2 p.m.; and on Sunday at 9 a.m. leaving again at 11 p.m. The Hong Shan, the Hongkong, Canton and Macao Company's boat, will leave here at 9 a.m. on Sunday returning from Macao at 3 p.m.

FROM ALL QUARTERS.

Highest Flagstaff in Bangkok.

The flagstaff of the British Legation was the highest in Bangkok for a long time, but this proud position is now held by a new flagstaff at Klong Sarn which is 224 feet in height, while that of the British Legation is only 157 feet. The erection of the latter cost about £1,200. On the last occasion that the flagstaff was overhauled, a British sailor fell from the top and was killed almost instantaneously.

Cotton Spinners Going to Egypt. The arrangements for the visit of a deputation from the International Federation of Master Cotton Spinners and Manufacturers' Associations to Egypt, under the leadership of Sir O. W. Macara, Bart., are now well advanced. The party will number nearly one hundred representing all the European nations and Japan. They are due in Alexandria on October 28.

English Novelist to visit China. Mr. E. H. Loeon Watson, the well-known novelist and poet, leaves England shortly on an extended tour, says the "L. and C. Express," embracing China and Japan. It is to be a literary itinerary, the results of which will probably be published soon after his return.

Mr. Robillard's Estate. Mr. William Sanford Robillard, of 74, Fairbairn-gardens, Hampstead, N.W., late secretary of the Mercantile Bank of India, left personally valued at £16,253.

Record Herring Catches at Scarborough.

Shoals of herring of Scarborough are reported to be the largest on record. One night's catch realised about £3,000.

NOTES AND COMMENTS.

Yesterday's "Field Day."

Quite a number of questions of vital importance to the Colony were discussed at yesterday's meeting of the Legislative Council. The second reading of the Budget is always regarded as a field day for the Unofficial Members, as it gives them their yearly opportunity of expressing themselves fully and frankly on the policy of the Government. Yesterday there was no plethora of speeches, but what was said was, at any rate, much to the point. From the public standpoint, perhaps the most interesting matter touched upon was that of the recent burglary epidemic. We regret, however, that in his observations on this question His Excellency seemed inclined to pool-pool the seriousness of recent happenings, though we are at one with him in believing that for many of the robberies which have occurred householders themselves are somewhat to blame in not taking adequate precautions to guard themselves from the attentions of the light-fingered gentry.

What's in a Name?

Referring to the "so-called burglaries on the Peak," His Excellency indicated that he had had all the cases investigated and had found that "there was not a burglary amongst them, not technically a burglary." As applied to the Peak this is perfectly true. But there have been burglaries, and very many, too—in the Colony of Hongkong within the past few months. To be precise, it was stated, officially by the Colonial Secretary in the Legislative Council on August 22nd last, in reply to a question, put by Mr. Murray Stewart, that, since June 1st, there had been 30 cases of burglary reported, the value of the property stolen being over \$5,000. But, after all, what does it matter how the recent series of thefts are technically described? The great fact is that people's houses have been entered and thousands of dollars worth of articles stolen. Between June 1st and August 31st there were 112 cases of larcenies from dwelling houses reported, and goods to the value of over \$20,000 stolen. These are hard, stubborn facts, and facts deserving most serious attention. Call them burglaries, larcenies, thefts, robberies or whatever you will, houses have been entered by uninvited guests and big stocks of booty carry off. These are facts, which cannot be ignored.

Goal Over-Crowding.

To pass to another matter of immediate interest, it is a little regrettable that in what was said

TO AVOID COMPETITION.

Suggested Understanding Between Dock Companies.

The fact that, during last week, Hongkong and Whampoa Dock shares rose from \$45 to \$52, and even to-day are as high as \$50, has naturally caused some amount of curiosity and excitement in the Colony. Moreover, in their last share report, Messrs. Vernon and Smyth said:—"Hongkong and Whampoa Docks, owing to rumours of an impending arrangement with 'Teikoo,' advanced rapidly from \$46 to \$52 with sales at intermediate rates, market closing with sellers at \$52, and probable buyers at \$51."

Residents in the Colony, of some years' standing, will recollect that, some few years ago, a rumour as to the same "arrangement" was afloat; one local journal stated that the Companies had actually come to a settlement, and the shares went up as quickly as (and to a greater extent than) on the present occasion; indeed, as negotiations advanced—or were generally believed to be advancing—the Hongkong and Whampoa stock rose to \$75, and it is reported that business was even done at \$78. Then the matter dropped again—as did also the shares.

Clearly such an arrangement as that at which gossip is hinting

yesterday regarding over-crowding at the goal, nothing really helpful or useful was suggested. The Hon. Mr. Pollock quoted a visiting Justice to the effect that, excluding 44 persons who were in detention with a view to banishment, there were 804 people confined in the goal on Wednesday. There are calls for 626 only, so that the urgency of the matter is beyond dispute. His Excellency's reply was "not too comforting." He admitted the increase in the daily population of the goal and expressed the hope that it was only temporary. That is a hope which most people will echo, though they are disposed to think that temporary cannot much longer be applied to a state of matters which has continued for some considerable time and shows no sign of diminution. Is the overcrowding not rather on the increase?

A Suggestion Again Offered.

If the increase is not temporary, said His Excellency, the elaborate plans for a new convict goal would have to be taken out of their pigeon-hole. "It is a nice little item," he added. "The cost would be \$450,000, so you may imagine that we are not anxious to embark upon it until we are forced to do so." With that attitude every one is in agreement. But we repeat that there is no need for fuming that expenditure yet, and there will not be for quite a long time, if chain-gangs are instituted. We have advanced arguments on this matter before. We have even suggested a work to which they might be put—the completion of Jubilee Road. If the over-crowding is temporary, no harm would be done; there would always be prisoners to spare for the work. If the increase in prison population is permanent, the day for embarking on the costly building of a convict prison would be put back. And, since the need for economy is being urged, that should make the suggestion more acceptable. How would those prisoners who are now detained because they have returned from banishment like a little exercise daily at regular hours in the fresh air? It would be good for their health; as to this there can be no question. There seems to be a sufficiently large number of them to enable a trial gang to be started on road making in the outlying districts. Would they run away? Our trouble seems to be that they run back! If they did escape they surely, "Never would be missed." Is the scheme suggested too practical in its nature to be undertaken, or, is it not practical enough?

It would have its advantages. On the face of it, competition between the Companies must necessarily be very keen. Each is finely equipped as far as machinery and time and labour-saving appliances are concerned; and each may be said to offer the best class of work. The Philippines have frequently offered big work, in the way of construction and repairs, to Hongkong ship-builders; in fact the American Government there, as well as the Philippine mercantile firms, have invariably been good customers to the trade; but the anxiety to get these contracts, on the part of each of the two firms, would be likely to cut the tenders down to a low and scarcely profitable figure; so that, when the contracts were awarded, the firm accepting them could hardly congratulate itself on a paying deal. In this way it may be said that the Philippines have been scoring at Hongkong's expense; and, of course, what applies to one group of customers is equally true of another.

We have authority for stating that the attempt at an understanding between the two firms is something more than a rumour; and that the matter is being, at least tentatively, discussed between the Companies. If an agreement is reached by which the present competition between them can be abolished, Hongkong should have good reason to congratulate itself that its ship-yard industry is in a fair way to rise again to the height which it occupied in its palmiest days.

SPECIAL CABLES:

THE SECURITY PROBLEM.

CHINA'S DILEMMA.

(Our Own Correspondent.)
Shanghai, October 25.
The Chinese Minister of Finance has instructed that payment be made out of the revenue from the Tientsin salt gabelle to the Chartered Bank of India, China and Australia for the service of the Crisp Loan.
As this revenue is already mortgaged for indemnity payments and the advances made by the Sixty Group, the Diplomatic Body in Peking is drawing up a formal protest to China in connection with the proposal.

THE BELGIAN LOAN.

ITS RATIFICATION IMPOSSIBLE.

(Our Own Correspondent.)
Shanghai, October 25.
The ratification of the Belgian Loan of ten million sterling for railway purposes has been rendered impossible by the French Government having refused to grant a quotation on the Paris Bourse.

TYPHOON IN CEBU.

The Captain of the s.s. Kaifong gave a representative of the "Hongkong Telegraph" to-day some interesting particulars of the disaster at Cebu. He said: On the morning of the 14th the glass began to fall but very slowly. At four o'clock in the afternoon it stood at 29.66. On Tuesday it was 29.38 at 4 a.m., and it fell rapidly from that to 29.13, then to 29.14, 29.14, 29.13, 29.12, 29.11, 29.10, 29.09, 29.08, 29.07, 29.06, 29.05, and 29.02 at midnight on Thursday.

"It was an awful sight. The United Service Club roof was carried away, and all the new godowns on the front are destroyed. The streets are one mass of palm trees, telegraph poles, and wires.

"They are absolutely impassable at present.

"I saw several coastal steamships drifting by us, they had broken away from their moorings, and were going, at least, at the rate of five knots per hour.

"On our ship the semaphore was entirely blown away, and it was all that we could do to keep clear of the vessels that threatened to collide with us.

"It was undoubtedly a No. 12 wind, full gale, and the seas in the harbour were the worst that I have ever seen. Two of the ships struck us. Neither of them did much damage but the danger was great."

Continuing the Skipper said:—"We heard men calling to us for help, for a line, for anything that might save them, but we had all our work cut out to save ourselves, and the poor souls had to drown."

"I had both anchors out for a while, with full lengths of chains;—even then it was nip and tuck as to whether we could hold our ground."

"I don't know how many were killed, but I think that the number must run into the many hundreds."

"The Quarantine Station was blown entirely away, and Dr. Schwartz sat under the lee of a stone wall all night,—his youngest child in his arms. His wife is, luckily, safe."

Fifty four people were buried on Thursday morning at eight o'clock,—(the 16th)—and I have never witnessed a more affecting sight."

"Many buoys, beacons and lighthouses were destroyed. The U.S.S. Survey Ship Pathfinder dragged her anchors and had her bow-stay carried away by a 'tramp' that was jammed across her bows."

"The Hospital was destroyed and the patients removed to railway trucks. All the railway bridges are and the trains are out of commission until repairs can be made."

"One of the biggest cranes in the islands toppled over (because of the enormous down-pour of rain that washed the earth from beneath), and is practically destroyed."

"Practically every house on the island had its roof carried away, and the loss of life must be very great."

CRIMINAL SESSIONS.

An Indian Soldier Charged with Murder.

The trial of Sarfaraz Khan, of the 126th Baluchistan Infantry, who stands charged with the murder of Maya Dad, was continued this morning at the Criminal Sessions, before the Chief Justice Mr. W. Ross Davies, K.C.

The Attorney General, the Hon. Mr. A. S. Bucknill, instructed by the Assistant Crown Solicitor, Mr. P. M. Hodgson, prosecuted, and Mr. J. E. Bellios, instructed by Mr. Sutherland Russ, of Messrs. Golding Barlow and Morrell, appeared for the defence.

The first witness who was called this morning, was a havildar in the same regiment as the accused and the deceased. He was sleeping, at the time, and was awakened by the sound of a shot. On rising he saw the accused standing over the subadar who was endeavouring to pull him to the ground. As they struggled, the rifle which the accused was holding went off. He went to the subadar's help and captured the man. Subsequently they found that Maya Dad was lying dead in his bed.

In answer to Mr. Bellios' witness said that the accused was very excited when captured, and was "trembling all over."

Mr. Bux a sepoy, deposed to being put on sentry duty over the body of the deceased.

A native surgeon in the 24th Mountain Battery, said at the time of the occurrence he was attached to the 126th Baluchis, being stationed at Pingshan some 82 miles from Sha Kong-miu. He was called to see Maya Dad, and found he had been shot, the bullet entering the back and coming out through the chest. The wound was such as would be made by such a bullet as that used in the British army. The deceased must have been sleeping on his left side. The shot entered by the twelfth rib on the right side, and came out by the fourth or fifth rib. The cause of death was rupture of the heart, caused by a bullet. He must have died within five minutes of receiving the wound.

Capt. Gretton, of the 126th Baluchistan Infantry, said he was stationed at Pingshan about three miles from Sha Kong-miu, but receiving a message by light signals, he went to Sha Kong-miu, when he was met by the first witness, who had blood on his face and clothes. On examination witness found a wound on the man's head. Later he saw the deceased lying on his charpoy, dead. Witness made a plan of the camp which he produced in Court. He examined and unloaded the rifle; there were two ball cartridges in the magazine and the "cut off" was closed. There was no cartridge in the breach.

His Lordship:—Could you say whether the rifle had been fired?—I did not look at the barrel myself so I cannot swear to it.

When he was shown the rifle, the bayonet was fixed, which was certainly not in order.

Mr. Bellios:—Is it a fact that at this time he was actually in possession of fifty rounds of ammunition?—Yes.

You don't know whether there was any bad feeling between the accused and the deceased?—I have since heard.

In answer to His Lordship, witness said the men had their rifles in their tents, but a chain was passed through their trigger guards, and fastened to the tent pole. It was possible that the prisoner had his rifle given to him before he turned in to sleep, preparatory to going on patrol.

When charged at Taim Taa Tani Police Station, according to the Sergeant Interpreter, the prisoner said "Yes, I killed him."

The Defence.
The defence as disclosed by Mr. Bellios was to the effect that since Sept. 13 the deceased had made certain suggestions, which had been brusquely rejected by the prisoner. As a result the prisoner was subjected to a persecution by the deceased, which culminated one day in finding certain of his garments, mutilated. Prisoner, brooding under this persecution, was frightened and seamed, and, on the date in question, though he was supposed to have gone to his bed to sleep, before going on patrol, he could not do so. As he went

to the tent before the patrol he saw Maya Dad, who continued the behaviour of three weeks past. The prisoner admitted having shot Maya Dad, and said he was glad he had done it, for "if he had not done so it would have meant ruination to me, and my family and I should have been an outcast for life."

Prisoner in the witness box told a story bearing out the address of his Counsel, and said that the deceased was present when he discovered his mutilated clothing. At this incident the deceased, he said, threatened to tell all the regiment what sort of man the prisoner was. Prisoner gave a graphic description of what happened on the night of the occurrence. When he retired to rest that night he dared not go to sleep, but lay watching Maya Dad, who in turn was watching him. He lay there until 10 p.m. At that hour the deceased was sitting on his bed, but at about 11.40 prisoner rose. He was supposed to be on patrol duty that night, and he left his bed thinking he would go to the place where the patrol fell in and wait there. Maya Dad put his light out and went to sleep. When he (prisoner) started for the parade ground, his rifle was not loaded, nor was his bayonet fixed. When he had walked two or three paces from his bed, prisoner thought to himself, after meditating over how the deceased had treated him, "Kill Maya Dad." He loaded his rifle, and he said to himself "I will kill Maya Dad. I will kill him and go to the Government and tell them he has discharged me."

Later the interpreter agreed with Mr. Bellios that the translation might be "I will go to the government, tell them he has disgraced me, and be treated in the way they think fit."

Mr. Bellios:—Did you shoot him?—Yes; I fired at him. What did you do then?—I fired at him three cartridges, I thought then to go to the subadar. Did you fire three at him?—I pointed my rifle down and I thought I fired three at him.

The case was proceeding when we went to press.

AMERICA'S TASK IN THE PHILIPPINES.

Plain Speaking by Mr. Shuster.

The Hon. W. Morgan Shuster was at one time a member of the Philippine Commission, and his eight year's experience in the archipelago gives weight to the friendly criticism of American policy which he contributes to the "African Times and Orient Review." The average American citizen is not much concerned about his duties in the Far East but he has undertaken a portion of the "white man's burden" and must accordingly accept the gratuitous advice of his friends. Mr. Shuster writes more in sorrow than anger when he reflects:—

We have so many big and important things on hand in America at the present time that it is perhaps useless to expect that our people will, as a whole, devote the care and serious attention to the Philippine problem that it merits. We adopt an attitude something like that of the highly paid carpenter who has no time to pick up the nails which he drops.

But whether we choose to face them now or not, there are some very serious difficulties about our leap into the colonial sea, in so far as pertains to the Philippines, and as time passes they will become more pressing and patent to all.

The Philippines and Party Politics.

Mr. Shuster then proceeds to regret the lack of experienced colonial administrators, the tendency to include Philippine policy in the realm of party politics, and further deplores a system of administration which is too costly for a poor nation. He completes his category of complaint by a few home troubles:—

We have constantly preached to the Filipinos about the corrupt and tyrannical Spanish officials from whom we rescued them, and about the chaos and dishonesty which would result if we should turn the government over to them, the Filipinos. We, in other words, are the honest people, divinely commissioned to look after their finances. Yet in the

first few years of our civil government there so many American officials were guilty of defalcation and embezzlement that the matter became a serious topic for discussion and semi-official apology, and the exaggerated moral effect on the Filipinos will not be lived down for many years.

"A Mere Holiday Spectacle."

Mr. Shuster is certainly the candid friend, and thus admonishes his old colleagues:—
At all events, we must guard against permitting our officials to view their career in the islands as a mere holiday spectacle, or a mere stage on which petty princes may strut and roar only as real kings can do in the larger theatre of our country. One can see Government there in embryo and in the making. Let us, then, see no embryonic dictators, however agreeable the role to those who may be temporarily performing it. It is not all "blame, blame—praise never," for the critic pays tribute to the success already achieved:—

We seem to have realised the necessity of the firm and permanent planting of certain cardinal principles, to which general assent has apparently been given. Such are the doctrines of complete separation of Church and State, of the independence of the judiciary (though there is still some room for improvement), of free public schools, of the purity of the ballot-box wherever suffrage is granted, and of the construction of permanent highways and public buildings.

PASSENGERS.

Outward.

Per P. and O. steamer Sicilia. From London Oct. 5.—To Hongkong: Mr. F. A. Hazeland, Mr. and Mrs. Baker and child, Miss Forgo, Mr. J. Nicholson, Mrs. G. W. Roome, Mrs. Collins and child, Mrs. Hermitage, Mrs. Muckart, Mr. R. Faithful, Mr. J. Mirby, Mr. J. G. Morgan and family, Mr. F. H. Betts, Miss Pochin, Mr. D. W. Dratman, Mr. S. Ixer, Mr. J. Rogers, Mr. T. Slout.

Per P. and O. steamer Mongol, connecting with the steamer Assayo at Colombo. From London Oct. 4.—To Hongkong: Mrs. Gedge, Miss E. M. Scott, Mr. A. P. Stokes, Mr. G. B. Layton, Mr. H. Carter.

Per P. and O. steamer Nile. From London Sept. 21.—To Hongkong: Mrs. and Miss Hoskins, Mr. and Mrs. R. Abraham, Dr. and Mrs. J. H. Sanders, Mrs. E. C. Holmes and child, Miss E. A. Williams, Mr. and Mrs. H. F. Campbell, Miss Wills, Mr. H. Kirby, Mr. R. M. Henderson, Mr. W. B. Hanna, Mr. W. H. Ryder, Mr. T. Trinscott, Mr. G. H. Wattle, Mr. and Mrs. W. Hawkins, Mr. A. Pearson.

Per P. and O. steamer Mantara, connecting with the steamer Devanah at Colombo. From London Oct. 18.—To Hongkong: Miss Pochin, Mr. P. Roxpy.

Per P. and O. steamer Samatra. From London Oct. 19.—To Hongkong: Miss Swinton, Mr. O. Nicoll, Miss E. G. Grindley, Miss M. Smith.

Per P. and O. steamer Mulwa, connecting with the steamer Himalaya at Colombo. From London Nov. 1.—To Hongkong: Miss B. Thomas, Capt. J. Bettison, Mr. J. McCubbin, Mr. D. Neilson.

Per P. and O. steamer Novara. From London Nov. 1.—To Hongkong: Mrs. Messer and family, Miss Sloan, Dr. and Mrs. Elmy and child, Mr. and Mrs. F. Blundy, Rev. and Mrs. Jenkins, Mrs. A. Evans, Mr. A. Beaumont, Miss M. Pritchard.

Per N.D.L. steamer York. From Hamburg Sept. 19.—To Hongkong: Mrs. M. Anderson, Mr. E. Dose, Mrs. J. Schlaikier and child, Mrs. W. Langschwager and child. From Antwerp Sept. 23.—To Hongkong: Mr. and Mrs. W. Bull and children, From Southampton, Sept. 24.—To Hongkong: Rev. and Mrs. J. Robinson, Capt. and Mrs. W. de O. Wetherell. From Genoa Oct. 3.—To Hongkong: Mr. A. Goeke, Mr. von Harling, Mr. and Mrs. Heisig, Mr. J. Jacobson, Mr. Kruse, Mr. R. Richter, Mr. W. Rube, Mr. J. Tappin, Miss E. Wille, Mr. Wendt. From Port Said.—To Hongkong: Mr. and Mrs. R. A. McGrath.

LAW LIST.

Tuesday Oct. 20.—B. M. Talati v. M. P. Talati.

Tuesday, Nov. 5.—The Ying Cheong Wo Firm v. Ho Wai Lam. Wednesday Nov. 6.—The Kwong Cheong Bank v. Wong Ming Cho. The Shiu Cheong Bank v. Wong Ming Cho. The Shing Tak Bank v. Wong Ming Cho.

Tuesday Nov. 12.—Karl Offer v. Arndt & Co.

DON'T FORGET.

To-day
Dramatic Entertainment at the Theatre Royal.

Saturday, Oct. 26.
Dramatic Entertainment at the Theatre Royal.

Tuesday, Oct. 29.
Hongkong and China Steam Fisheries Co. Ltd., meeting.—Noon.

Wednesday Oct. 30.
Sale of Work City Hall 2 p.m.

Wednesday, Nov. 6.
Licensing Board, Council Chamber, 2.15.
Concert Phemim club.

To-day's Advertisements

"SEN" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.

S.S. "BENVOLICH."
FROM ANTWERP, LONDON & STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st Nov., will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 7th Nov., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st Nov. at 11 A.M.

No Fire Insurance has been effected: Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., Agents.
Hongkong, 25th Oct., 1912. [191

HONGKONG WEEKLY TELEGRAPH.

Contains all the news of the week in a most attractive form and is the paper for mailing to friends at home, with photograph entitled The Peak Burglar.
The man who now become an interesting character to the residents of Hongkong. It is well we should be able to recognise him when we see him.

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DAIRY FARM NEWS.

DAIRY FED PORK

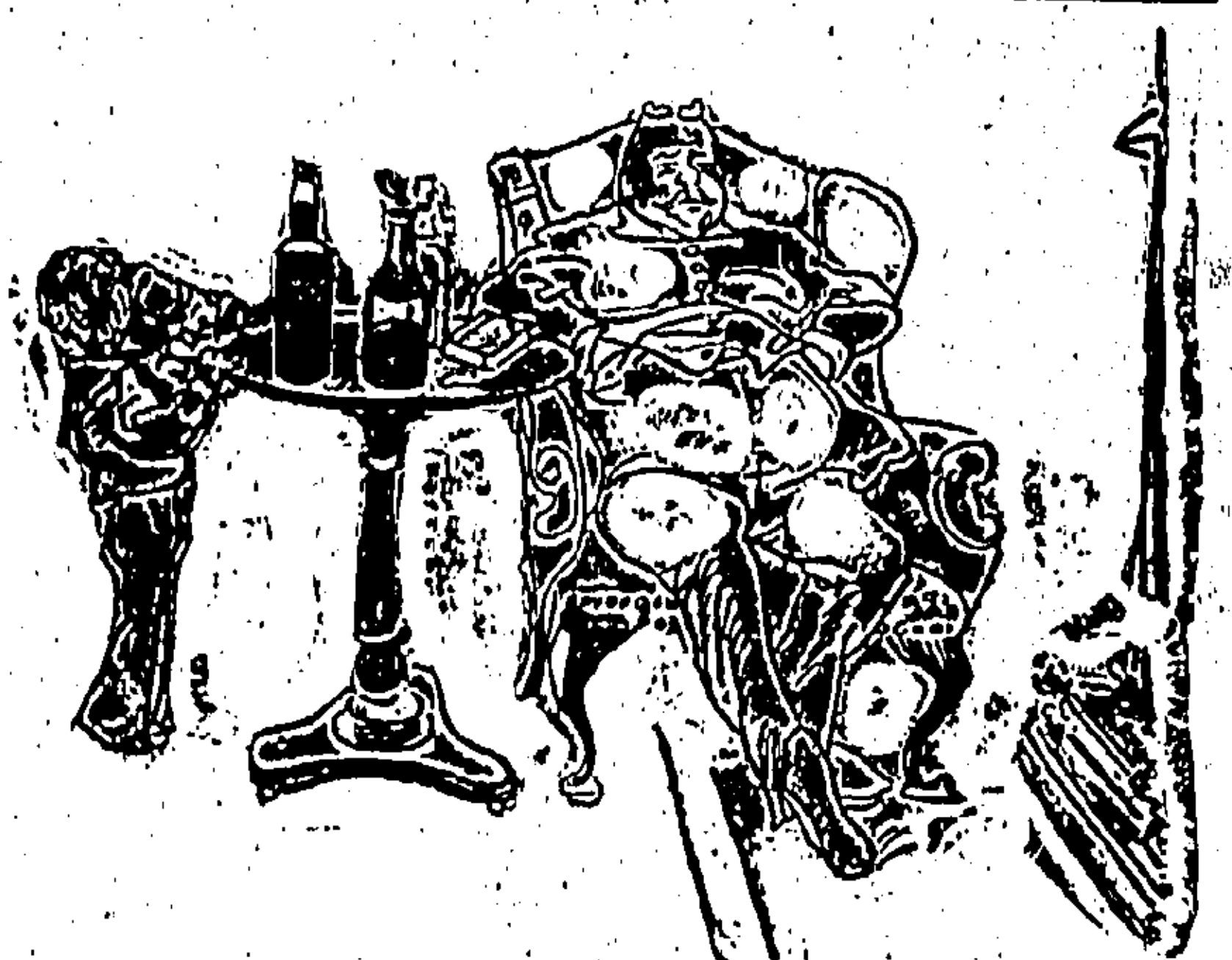
Charles Lamb in his dissertation on the PIG, was the first to tell us how the Chinese love their pig—dead and roasted; but it is not for us! We know that pig, and SOME of the things he is fed on—but not all!

Ah; but this is DAIRY FARM PIG, a dainty little fellow, fed on the fat of the land, DAIRY FARM MILK and all the good things in pigdom.

Is there any difference in Pork? Well, for goodness sake, where do you live? Buy it, try it, eat it, then you will KNOW. Cooked to a turn—the Chinese know how—and the "crackling"—UM.

Don't wait for Christmas, you may be dead before that—and so may the pig!

October 18, 1912.



"I am thy father's spirit"—Hamlet.

"Black and White."

GARNER QUELCH & CO.
SOLE AGENTS, Tel. 636.

S.O.A.E.O.

FAR EAST OXYGEN AND ACETYLENE CO., LTD.
AUTOGENOUS WELDING.

Repair of boilers and tanks, welding of cracks.
Renewing of corroded plates by addition of metal.

Welding of broken pieces of any kind of metal.
OFFICE: R. George's Building, 2nd Floor, Telephone 1088. [45

WM. POWELL,
LTD.

TELEPHONE 346.

HIGH CLASS GENT'S OUTFITTERS.
CHANGE OF SEASONS.
White "VIVELLA" Underwear

Guaranteed Unshrinkable,
Warmth Without Weight,
Beautiful

Soft Non-irritable Garments.



SOLE AGENTS

GANDE PRICE & CO., LTD.,

Wine Merchants.

12, Queen's Road Central, Hongkong.

HONGKONG.

Telephone No. 125.

Hongkong, 18th October 1912

Shipping

CANADIAN PACIFIC RAILWAY COMPANY'S.

ROYAL MAIL STEAMSHIP LINE.

"EMPEROR LINE."

Sailings from Hongkong and Quebec.

"E. of India" ..	Satur. Oct. 26	"Allan Line" ..	Fri. Nov. 22
"E. of Japan" ..	Nov. 16	"E. of Britain" ..	Dec. 13
"Montezuma" ..	Dec. 14	"E. of Britain" ..	Jan. 10

All steamers leave Hongkong at 6 P.M.
To Vancouver, B.C., calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.
Passengers booked to all the principal points in Canada, the United States and Europe, also around the world.
For further information, Maps, Guide Books, Rates of Passage and Freight apply to—
D. W. Craddock, General Traffic Agent,
Corner Paddar Street and Pava (Opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.)

SINGAPORE, PENANG, & CALOUTTA	KUTSANG	Saturday, 28th Oct., Noon.
MANILA	YUENSANG	Saturday, 28th Oct., 2 P.M.
SHANGHAI, FOCHOW, KOBÉ & MOJI	KWONGSANG	Sunday, 27th Oct., D'light.
MANILA	LAISANG	Sunday, 27th Oct., D'light.
TIENSIN	LOONGSANG	Saturday, 2nd Nov., 2 P.M.
TIENSIN	CHEONGSHING	Friday, 8th Nov., Noon.

RETURN TOURS TO JAPAN (Occupying 24 days).
The steamers "Kutsang" and "Yuensang" leave about every 4 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Laissang" and "Kungsang" leaving Hongkong at regular intervals for Moji and Kobe and returning thence direct to Hongkong. Time occupied 16 days. These vessels have all modern improvements and are fitted throughout with Electric Light.
A daily qualified surgeon is also carried.
Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dally, Weihaiwei, Tsingtau & Newchwang.
† Taking Cargo on Through Bills of Lading to Kudd, Lahad Dato, Singapore, Tams, Ombak, Jesselton and Labuan.
For Freight or Passage apply to JARDINE, MATHESON & CO., LD. Telephone No. 215. General Managers. [8]

THE ROYAL MAIL STEAM PACKET COMPANY "SHIRE" LINE SERVICE

PROJECTED SAILINGS FROM HONGKONG.

For	Steamers	DATE OF DEPARTURE.
LONDON, ROTTERDAM, & ANTWERP	DEN OF GLAMIS	28th Oct.
LONDON & ANTWERP	FLINTSHIRE	20th Nov.

Does not carry passengers.
These steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships; and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.
For Freight or Passage, apply to JARDINE, MATHESON & CO., LD. AGENTS. [9]

HONGKONG, CANTON, MACAO, AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD., HONGKONG-CANTON LINE.

HONGKONG TO CANTON	CANTON TO HONGKONG
FRIDAY, 25th OCTOBER.	FRIDAY, 25th OCTOBER.
10.00 p.m. "PATSHAN."	5.00 p.m. "KINSHAN."
SATURDAY, 26th OCTOBER.	SATURDAY, 26th OCTOBER.
8.00 a.m. "HONAM."	8.00 a.m. "HEUNGSHAN."
10.00 p.m. "KINSHAN."	5 p.m. "PATSHAN."

These steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin. Electric Fan in each Cabin.

HONGKONG-MACAO LINE.

S.S. "SUI TAI" Tons 1651 S.S. "SUI AN" Tons 1651

HONGKONG TO MACAO.
Week days at 8 A.M. & 2 P.M. from the Company's Wing Lok Street Wharf. Sunday at 9 A.M. & 12.30 P.M. from the Company's Wing Lok Street Wharf.MACAO TO HONGKONG.
Week days at 7.30 A.M. and 2 P.M. Sunday, at 7.30 A.M. and 5 P.M. SATURDAY, the 26th October.

The Company's Steamship, "SUI TAI" will leave from WING LOK STREET WHARF at 2 P.M.

"SUI AN" will make an extra trip leaving Hongkong at 6 P.M. returning from Macao on Sunday at 6 P.M.

EXCURSION TO MACAO SUNDAY, 27th OCTOBER

The Company's Steamship, "HEUNGSHAN."

will depart from the Company's CANTON STEAMERS WHARF at 9 A.M. and return from Macao at 3 P.M.

The Company will also run a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 12.30 P.M. from the Company's WING LOK STREET WHARF.

This steamer connects with the excursion steamer returning from Macao at 6 P.M.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. HOI-SANG, 457 Tons.

Departures from Macao to Canton on Mon., Wednes., & Fri., at 9 P.M.

Departures from Canton to Macao on Tues., Thurs., & Satur., at 4.30 P.M.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 688 Tons, and "NANNING," 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or via Yarn by the Company's direct steamers "LINTAN" and "SANUL." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 A.M. to 5 P.M.

Further particulars may be obtained at the office of the

HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

HOTEL MANSION (FIRST FLOOR), Opposite the Blake Pier.

Shipping

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

Destination.	Steamers and Displacement.	Sailing Dates.
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MARSEILLES, LONDON & ANTWERP via SINGAPORE, PENANG, COLOMBO, SUMATRA & PORT SAID	KITANO MARU, Capt. F. E. Cope, T. 16,000	WEDNESDAY, 6th Nov., at D'light.
	IYO MARU, Capt. R. Tekeda, T. 12,500	WEDNESDAY, 20th Nov., at Daylight.

VICTORIA, B.C., & SHATTLE via SHANGHAI, MOI, KOBÉ, YOKKAICHI, & YAMATO	YOKOHAMA MARU, Capt. K. Noda, T. 12,500	TUESDAY, 5th Nov., at Noon.
	SHINABA MARU, Capt. S. Tomimaga, T. 12,500	TUESDAY, 19th Nov., at Noon.

SYDNEY & MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU, Capt. T. Sakino, T. 7,000	FRIDAY, 25th Oct., at Noon.
	NIKKO MARU, Capt. M. Yagi, T. 9,600	FRIDAY, 22nd Nov., at Noon.

BOMBAY & SINGAPORE & COLOMBO	RANGOON MARU, Capt. M. Yoshikawa, T. 6,000	MONDAY, 28th October.
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CALOUTTA via SINGAPORE, PENANG & RANGOON	HAKATA MARU, Capt. H. Nomura, T. 12,500	SATURDAY, 2nd November.
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KOBÉ & YOKKAICHI	TANGO MARU, Capt. I. Kawara, T. 13,500	THURSDAY, 7th Nov., at 11 A.M.
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SHANGHAI & KOBÉ	JINSEN MARU, Capt. M. Maehida, T. 5,000	MONDAY, 28th October.
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SHANGHAI, MOI & KOBÉ	ISANUKI MARU, Capt. J. Toranaka, T. 12,500	WEDNESDAY, 6th November.
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N'SAKI, KOBÉ & YOKOHAMA	KUMANO MARU, Capt. M. Winckler, T. 9,300	WEDNESDAY, 20th Nov., at Noon.
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† Cargo only.

† Fitted with new system of wireless telegraphy.

PASSENGER SEASON FOR 1913.

FOR EUROPE.

Steamer.	Tons displacement.	Leaving H.K.
Mishima Maru	16,000	29th January.
Kaga Maru	12,500	12th February.
Atsuta Maru	10,000	26th February.
Hitachi Maru	13,000	12th March.
Miyasaki Maru	16,000	26th March.
Kitano Maru	16,000	9th April.
Iyo Maru	12,500	23rd April.
Hirano Maru	16,000	7th May.
Tango Maru	18,000	21st May.

FOR AMERICA.

Inaba Maru	12,500	11th February.
Shidzuka Maru	12,500	25th February.
Tambs Maru	12,500	11th March.
Awa Maru	12,500	25th March.
Sado Maru	12,500	4th April.
Yokohama Maru	12,500	22nd April.
Inaba Maru	12,500	6th May.
Shidzuka Maru	12,500	20th May.

(Subject to change without notice.)

T. KUSUMOTO, Manager.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SHANGHAI	"ANHUI"	20th Oct., M'night.
HOIHOW & HAIPHONG	"SINGAN"	27th " 10 A.M.
SWATOW, WEIHAICHI, CHEFOO & TIENSIN	"KUBICHO"	28th " 4 P.M.
MANILA, CEBU & ILOILO	"KAIFONG"	29th " 4 P.M.
SHANGHAI	"CHENAN"	31st " 4 P.M.
SHANGHAI	"LINAN"	2nd Nov. M'night.

This steamer has superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A daily qualified Doctor is carried. Reduced Fares, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

MAJILA LINE—Twin "crew Steamers" "Tao" and "Taming," saloon accommodation amidships; electric fans fitted; extra state-rooms on deck; st. Saloon accommodation of a.s. "Kalfong" is situated on deck, aft; Electric Fans fitted.

SHANGHAI LINE—FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chefoo, Looan, Chinkwa)—with excellent passenger accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Reduced Fares:—Single \$45. Return \$75.

NEW SERVICE.

SHANGHAI TO ANTUNG

Sailing on alternate Wednesdays.

For Freight or Passage apply to BUTTERFIELD & SWIRE.

Telephone No. 24. Agents. Hongkong, 24th October, 1912.

Shipping

HONGKONG—PHILIPPINES.

PHILIPPINES STEAMSHIP CO.

Steamship.	Tons.	Captain.	For	Sailing Date.
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ZAFIRO	4900	Crow.	Manila, Mangarin, Iloilo and Cebu.	FRIDAY, 25th Oct., 4 P.M.
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RUBI	4600	J. Miller.	Manila, Mangarin, Iloilo and Cebu.	THURSDAY, 7th Nov., 4 P.M.
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For Freight or Passage apply to

SHEWAN TOMES & CO., GENERAL MANAGERS

Hongkong 19th October, 1912.

[14]

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between JAVA, CHINA AND JAPAN.

Steamer	From	Expected on or about	For	Will leave on or about
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Tilapat	JAVA	JAVA	2nd half Oct.	2nd half Oct.
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Tikini	JAPAN	JAVA	2nd half Oct.	2nd half Oct.
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Tiluwong	JAVA	JAPAN	2nd half Oct.	2nd half Oct.
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Tilapana	SHANGHAI	JAVA	1st half Nov.	1st half Nov.
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Tilodas	JAVA	SHANGHAI	1st half Nov.	1st half Nov.
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Tilares	JAPAN	SHANGHAI	1st half Nov.	1st half Nov.
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Tilamih	JAVA	SHANGHAI	2nd half Nov.	2nd half Nov.
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Tilanoek	JAVA	SHANGHAI	2nd half Nov.	2nd half Nov.
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The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon-passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN,

Telephone No. 375 York Building. [15]

TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines to Europe.

PROPOSED SAILING FROM HONGKONG. (Subject to alteration.)

Steamer	Tons	Captain	Date of sailing
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S.S. "Nippon Maru"	21,000	A. G. Storens	Oct. 29th, Noon.
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S.S. "Tenyo Maru"	21,000	E. Bent	Nov. 6th, Noon.
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S.S. "Shinyo Maru"	21,000	H. S. Smith	Nov. 26th, Noon.
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S.S. "Chiyu Maru"	11,000	W. W. Greene	Dec. 21st, Noon.
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These steamers are equipped with Turbine Engines and Triple Screw.

All steamers carry Japanese Government wireless telegraph and post office.

The steamer "Tenyo Maru" will be dispatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBÉ, YOKKAICHI, YOKOHAMA and HONOLULU on TUESDAY, the 5th Nov., at Noon.

INTERMEDIATE SERVICE.

The twin screw steamer "Nippon Maru" will be dispatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA & HONOLULU on TUESDAY, the 29th October, at Noon.

SOUTH AMERICAN LINE.

In connection with the National Railway of Mexico at Manzanillo and the Tehuantepec National Railway at Salina Cruz.

Only Regular Direct Service to Mexican, Chilean and Peruvian Ports.

PROPOSED SAILINGS FROM HONGKONG (Subject to alteration.)

Steamer	Tons	Date of Sailing
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Hongkong Maru	11,000	Tuesday, December 3, Noon
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Kiyo Maru	17,500	Saturday, February 1, Noon 1913
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Buyo Maru	10,500	Thursday, April 3, Noon 1913
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For further Particulars as to Passage and Freight, apply to

S. MORIMOTO, Agent.

(KING'S BUILDING Opposite Blake Pier)

"THE BIG" 4 OF THE PACIFIC MAIL S.S. CO.

MONGOLIA	MANCHURIA	KOREA	SIBERIA
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21,000 tons, twin screw. 27,000 tons twin screw. 18,000 tons, twin screw. 18,000 tons, twin screw. Also Nile, 11,000 tons, China, 12,000 tons, and Persia, 9,000 tons.

From Hongkong calling at Shanghai, Nagasaki, Kobe (Via Inland Sea), Yokohama and Honolulu (The Paradise of the Pacific). Through Service via New York to Europe.

SOME FEATURES OF SERVICE.

LIGHTS AND FANS Individual Electric Reading Light in each berth and Electric Fan in each State-room under passenger's control.

SWIMMING TANK Is installed on deck for salt water plunges. Bathing suits on board.

BAND Violino string Band Concerts each afternoon and evening and also during Tiffin and Dinner.

CUBICINE The Cubicine is under the direct supervision of one of the world's most famous caterers.

GAMES AND AMUSEMENTS Deck Games, such as Quads, Shuffle board and all kinds of gymnastic sports, are arranged during the voyage, as well as indoor amusements, such as musical entertainments. Dinners and Music-hall on deck are also arranged to while away the time.

WIRELESS AND SUBMARINE SIGNAL SERVICE The most powerful Wireless Telegraph apparatus is installed on all steamers, and Submarine Signal Service is used as an additional measure of safety.

BILGE KEELS Are fitted to the ships to prevent rolling at sea, thus ensuring steadiness and constant comfort.

THE COST Is not more by this route with its unrivalled opportunities, than by any other route.

For a return ticket to London the cost is less, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is less. For the INTERMEDIATE SERVICE First Class accommodations are provided for 40 to 50 to 60 (return ticket 40) and to San Francisco 25. SPECIAL RATES to officers, Army, Navy, Consular or Civil Service.

Steamers:	Tons	Sailing	Nov. 12th, at 1 P.M.
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"Persia"	9,000	"	Nov. 19th, at 1 P.M.
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"Korea"	18,000	"	Dec. 3rd, at 1 P.M.
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"Siberia"	18,000	"	Dec. 10th, at 1 P.M.
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"China"	10,300	"	Dec. 17th, at 1 P.M.
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"Manchuria"	27,000	"	Dec. 8th, at 1 P.M.
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"Nile"	11,000	"	Dec. 8th, at 1 P.M.
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Passengers holding through Tickets have the privilege of travelling by train between Kobe and Yokohama, free of charge.

* Intermediate Steamers.

LET US PLAN AN ITINERARY FOR YOU

King's Building (Opp. Blake Pier), FRED. J. HALTON, Telephone No. 141

Hongkong, 6th September, 1912. Agent. Panama-Pacific International Exposition-San Francisco 1915.

Hongkong, 29th May, 1911. Shanghai, 1st May, 1912.

LOG BOOK.

The Greatest Port in the World.

The Port of London Authority, the public body which a few years ago took our docks away from the private companies, is rapidly justifying its existence. It has admittedly a very difficult task. The modernising of the Port of London is a tremendous undertaking, and there is a real difficulty in raising the money needed without imposing dues such as will cripple trade. But, despite difficulties, the transformation is going on with astonishing rapidity. The principal plans have largely been laid and the first portion of an extensive scheme of dock improvement has now been started. Contracts have been placed for the deep-water dock that is to be built to the south of the existing Albert Dock. This will accommodate very large liners, as may be judged from the fact that the entrance lock is 800 ft. in length and 100 ft. wide. A dry dock is to be built which ultimately will connect the new South Albert Dock and the old Albert Dock. All around the most modern facilities for loading, discharging, strong, and forwarding freight are to be installed. Tilbury Dock is to be provided with greater accommodation, including new quays for the use of the big ocean liners which go there. The London Dock is to be improved for the use of coasting and Continental trading. Old

Shipping

HAMBURG-AMERIKA
LINIE.IN CONJUNCTION WITH
Deutsche Dampfschiffahrts Gesellschaft "HANSA."EAST ASIATIC SERVICE.
Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO.

Marseilles, Havre, Bremen and Hamburg and New York.

Taking Cargo at Through rates to all European North Continental and British Ports, also Trieste,
Lisbon, Oporto, Genoa, and other Mediterranean, Levantine, Black Baltic Sea, and
Ports, and all North and South American Ports.

Next Sailings from Hongkong :

OUTWARD.	HOMEWARD.
For Haiphong, Kobe & Yokohama :	For Marseilles, Hamburg & Ant. :
S.S. LIBERIA.....19th Nov.	S.S. SPEZIA.....28th Oct.
" ALESIA.....19th Nov.	For Rotterdam & Hamburg :
" SAMBIA.....5th Dec.	S.S. SACHSEN.....31st Oct.
" ARMENIA.....17th Dec.	For Hamburg :
" BRIGAVIA.....3rd Jan.	S.S. SENEGAMBIA.....4th Nov.
" BLESIA.....14th Jan.	S.S. ARADI.....5th Nov.
O.J.D. AILERS 26th Jan.	For Havre, Bremen & Hamburg :
SUEVIA.....10th Feb.	S.S. SCANDIA.....20th Nov.

Hamburg-Amerika Linie,
Hongkong Office.BRITISH INDIA S. N.
CO., LTD.NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN
Kobe, HONGKONG and RANGOON.

EASTWARD.

The S.S. "LAWADA," 3,363 tons, Captain C. H. Lane, will be
despatched for YOKOHAMA and KOBÉ on the 10th November, at Noon,
to be followed on the 21st November, by S.S. "OKARA," Captain Evans,
taking Cargo and Passengers at current rates.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD.,
AGENTS.Telephone No. 215,
Hongkong, 22nd October, 1912

LOG BOOK.

Development of the Hokkaido
Harbour.H.M. Vice-Consul at Hakodate
has forwarded the following partic-
ulars respecting the scheme pre-
pared by the Japanese Govern-
ment for the development of the
Hokkaido at a cost of 70,000,000
yen (£7,145,800), spread over a
term of 15 years from 1910. The
expenditure is classified under six
sub-divisions, as follows:—

(1) Encouragement of immi-
gration, £655,849, including a
fresh survey of the Hokkaido and
revision of maps; also surveys of
the islands of Kunashiri, Etorofu,
and Yuruppu. (2) Development of
products and industries, £287,614
comprising "the investigation of
marine and agricultural products,
including the herring fisheries,
surveys of fishing grounds, and
the encouragement of industries."
(3) Construction of roads and
bridges, £2,598,018. Arrange-
ments are made for the construc-
tion of 4,250 miles of new roads,
and for the building of 35 bridges;
also for the provision of
posting stations and rest-houses.
(4) Land development, £247,082.
This item includes the drainage of
swamps, &c., in places suitable
for farming, and the irrigation of
rice-fields. (5) Improvement of
rivers, £1,049,747, including the
investigation of the chief rivers,
and the removal therefrom of
obstacles to navigation, dredging
works, the protection of villages,
&c., from flood, and the carrying
out of the Ishikari river works.
This last item will cost about
£666,950, of which £144,395 will
be spent on machinery, and in-
cludes the construction of canal
about 8 miles long between
Shinotsu and the mouth of the
river, for the purpose of carrying
away the flood waters, and so
preventing the inundation of the
lands below Ebetsu. (6) Harbour
improvement works, £2,308,893.
The harbours at Rumoi, Kushiro,
Hakodate, Otsu, and Muroran
will be improved as follows:—
Rumoi: Two breakwaters, 2,500
ft. and 2,100 ft. long respectively,
are being built to form an outer
harbour of about 185 acres, 68
acres of which will be dredged
to give a depth of 20 ft. at low
water of spring tides. An inner
harbour with an area of 55 acres,
and a depth of 13 ft. at low wa-
ter of spring tides, is to be
provided, and the river is to be
diverted to the north at a point
about 5,000 ft. from the present
mouth, a training wall about
600 ft. long being built to
prevent the silting of the
anchorage. These works
are expected to cost about
£400,425, and should be complete

ed by 1922. Kushiro. A break-
water, 4,150 ft. long, will be built
to shelter an area of 368 acres.
Fifty acres in the outer harbour
will be dredged to a depth of 20
ft. at low water of spring tides,
and 43 acres at the river mouth
will be dredged to 12 ft. Quays,
wharves, and training walls will
also be constructed. The works
were commenced in 1909, and
are to be completed in 1920, at a
cost of £185,868. Hakodate: In
addition to other improvements,
a breakwater 3,300 ft. long, and
two training walls, each 1,600
ft. long, will be built, the work to
be completed by 1917, at a cost of
£170,451. A passenger station
will be built to enable passengers
and mails to pass direct from rail
to steamer. Otsu: A second
breakwater, 7,800 ft. long, is being
built from the opposite side of the
bay to meet the existing break-
water, but leaving a gap of 900 ft.
for the entrance to the harbour,
which will have an area of 1,182
acres. The work will cost £440,-
480, and is to be completed by
1920. The foreshore at the
southern side of the harbour will
be reclaimed for a distance of
2,400 ft., and a boat harbour pro-
vided there. Extensive reclama-
tion works are also being un-
dertaken by the Railway Bureau.
The total length of frontage is
about 6,300 ft., of which a little
more than half is set aside as a
timber-yard; behind this are the
railway yards, goods sidings,
shops, &c., bounded at the back
by the Katsunagawa, which has
been canalised so as to allow
lighters to reach this part of the
town. Muroran: The plans for
development of this port have not
yet been definitely decided upon.
The proposals include the con-
struction of a breakwater and the
dredging of the harbour to a
depth of 20 ft. The Railway
Bureau has completed the station
yard arrangements and built a
coal-pier 1,184 ft. long and 60
ft. high, for coaling vessels direct
from the trucks, and is now en-
gaged on reclamation works. Har-
bour works are also to be un-
dertaken at Aburatsubo, Wakkanai,
and Nemuro.

Captain Hansen Raun.

Capt. Hansen Raun, formerly
commander of the Champora, and
recently of the motorship Fionia,
which was sold to the Hamburg-
Amerika Line, is now in charge
of the E. A. Co.'s liner Arabia,
which is at present on a round the
world voyage.
The Monsoon in the Gulf of Siam.
Masters of vessels reaching
Bangkok report that a strong
breeze is at present blowing in the
Gulf, indicating the advent of the
northeast monsoon which usually
commences at the end of October
or early in November.

VESSELS TAKING CARGO.

European Ports.

Destination.	Vessel's Name.	For Freight Apply To.	To be Dispatched.
London and Antwerp via Singapore, &c.	Nankin	P. & O. Co.	30 October, about
London via Usual Ports of Call	Delta	P. & O. Co.	26 October
Havre and Antwerp	Spezia	H. A. L.	28 October
Havre and Hamburg	Arcadia	H. A. L.	3 November
Havre, Bremen and Hamburg, &c.	Soandia	H. A. L.	30 November
Marseilles, &c.	Sachsen	H. A. L.	30 October
Marseilles and Hamburg	Senegambia	H. A. L.	4 November
Marseilles, London & Antwerp via Singapore, &c.	Kitano Maru	N. Y. K.	8 Nov., d'light
Trieste, Fiume, Venice, &c.	China	S. W. & Co.	31 October
Cape Ports via Mauritius	Danerio	Bank Line	Begin January
Rotterdam and Antwerp	Glenfarg	S. T. & Co.	6 November
Copenhagen and Baltic Ports	Japan	A. N. & Co.	28 October
Naples, Genoa, Algiers, Gibraltar, Southampton	Derfflinger	M. & Co.	30 October

New York, San Francisco and Canada.

Boston and New York	Jeseris	A. K. & Co.	29 October
Boston and New York via Suez Canal	City of Baroda	Bank Line	25 Nov., about
Baltimore and New York	Saint Patriok	D. & Co.	14 Nov., about
Baltimore and New York via Suez Canal	Indrakula	J. M. & Co.	5 Nov., about
San Francisco via Japan, &c.	Nippon Maru	T. K. K.	29 October
do do	Persia	P. M. Co.	12 November
San Francisco via Keelung and Japan, &c.	Korea	P. M. Co.	19 November
Victoria, B.C., and Tacoma	Seattle Maru	O. S. K.	31 October
Victoria, B.C., and Tacoma via Keelung, &c.	Mexico Maru	O. S. K.	12 November
Victoria, B.C., and Seattle via Shanghai, &c.	Yokohama Maru	N. Y. K.	5 November
Vancouver	Empress of India	C. P. R. Co.	26 October
do	Monteagle	C. P. R. Co.	14 December
Vancouver, &c.	Lord Curzon	Bank Line	20 November
Mexico, Peru and Chili via Japan	Hongkong Maru	T. K. K.	3 December

Australia.

Australian Ports	Eastern	G. L. & Co.	9 November
do do	Changsha	B. & S.	1 November
Australian Ports via Manila	Coblenz	M. & Co.	2 November

Singapore, Coast Ports and Japan.

Batavia, Cheribon, Samarang, &c.	Tjitaroen	J. C. J. L.	Quick despatch
Straits and India	Katsang	J. M. & Co.	26 October
Kudat and Sandakan	Borneo	M. & Co.	Middle October
Bombay via Singapore and Colombo	Hakata Maru	N. Y. K.	28 October
do do do	Rangoon Maru	N. Y. K.	28 October
Singapore, Penang and Calcutta	Dilwara	D. S. & Co.	4 November
Singapore, Batavia, Samarang and Sourabaya.	Banri Maru	D. & Co.	7 Nov., about
Japan	Tjikini	J. C. J. L.	Quick despatch
do	Lawada	J. M. & Co.	10 November
Japan, &c.	Tjiliwang	J. C. J. L.	Quick despatch
do	Liberia	H. A. L.	7 November
do	Alesia	H. A. L.	19 November
Kobe and Moji	Laisang	J. M. & Co.	27 Oct., d'light
Kobe and Yokohama	Prinz Sigismund	M. & Co.	12 Nov., about
do do	Tango Maru	N. Y. K.	7 November
Nagasaki, Kobe and Yokohama	Kumano Maru	N. Y. K.	20 November
Yokohama and Kobe via Shanghai	E. F. Ferdinand	S. W. & Co.	31 October, about
Hai Phong	Singan	B. & S.	27 October
Anping and Toka via Swatow and Amoy	Sosho Maru	O. S. K.	30 October
Pansui, Swatow and Amoy	Daijin Maru	O. S. K.	27 October
Swatow	Haimun	D. L. & Co.	27 October
Swatow, Weihaiwei, Chefoo and Tientsin	Kueichow	B. & S.	28 October
Swatow, Amoy and Foochow	Huitan	D. L. & Co.	29 October
do do	Haiyang	D. L. & Co.	1 November
Foochow via Swatow and Amoy	Kaijo Maru	O. S. K.	6 November
Manila	Yuensang	J. M. & Co.	26 October
do	Loongsang	J. M. & Co.	2 November
Manila, Mangarin, Iloilo and Cebu	Rubi	S. T. & Co.	7 November
Shanghai and Kobe	N. Y. K.	28 October	
Shanghai, Moji and Kobe	Sanuki Maru	N. Y. K.	6 November
Shanghai, Kobe and Yokohama	M. M. Co.	4 November	
Shanghai and Japan	Nippon	S. W. & Co.	31 October, about
do do	Ceylon	A. N. & Co.	17 November
do do	Donbighshire	J. M. & Co.	27 October
do do	Yorek	M. & Co.	30 October
do do	Nile	P. & O. Co.	31 October
Shanghai	Bohemia	S. W. & Co.	4 November
do	Tjilatjap	J. C. J. L.	Quick despatch
do	Anhui	B. & S.	26 Oct., M'night
do	Kwongsang	J. M. & Co.	27 Oct., d'light
do	Chenan	B. & S.	31 October
do	Tjibodas	J. C. J. L.	Quick despatch

To Sail

THE NANYO YUSEN KUMI.

(South Sea Mail S.S. Co.)
FOR SINGAPORE, BATAVIA,
SAMARANG & SOERABAYA.

S.S. "BANRI MARU"

Will be despatched for the above Ports
on or about 7th November.
For Freight and further particulars
apply to

DODWELL & CO., LTD.,

Agents,
Hongkong, 24th Oct., 1912. [792]Chinese Women in A London
Police Court.Two Chinese women, married,
were fined at Marlborough-street
by Mr. Mead 10s. 6d. each, or in
default seven days' imprisonment,
for causing obstruction on the
footway in the Oxford-street
neighbourhood by selling toys.An interpreter from the Chinese
Embassy stated that they had
been brought to London to attend
an exhibition at the Crystal
Palace, and had been left without
means to return home.Apparently none of them could
understand English and so would
not know what the policeman
said, and as the obstruction came
from people who were attracted
by the rather strange spectacle, it
seems hard they should be fined.

To Sail

Regular Steamship Service

With liberty to call at the
Malabar Coast.FOR BALTIMORE AND
NEW YORK.

S.S. "SAINT PATRICK"

on or about 14th
November.For Freight and further information,
apply to

DODWELL & CO., LTD.,

Agents,
Hongkong, 16th Oct., 1912. [798]AMERICAN & MANCHURIAN
LINE.

(Bucknall Steamship Lines, Ltd.)

FOR BOSTON AND NEW YORK
via SUEZ CANAL.(With liberty to call at the Malabar
Coast.)

THE Steamship

"CITY OF BARODA,"

Captain Houghton, will be despatched
from this port on or about MONDAY,
the 29th November.For Freight and further particulars
apply to

THE BANK LINE, LTD.

General Agents,
Hongkong, 16th Oct., 1912. [799]

To Sail

THE "INDRA" LINE,
LIMITED.FOR BALTIMORE AND NEW YORK
via SUEZ CANAL.(With liberty to call at the Malabar
Coast.)

THE Steamship

"INDRAKULA,"

Captain A. H. Smith, will be despatched
from this port on or about 5th prox.This steamer has superior accommo-
dation for a limited number of first
class passengers. Fare to Baltimore
or New York \$35.For Freight or Passage, apply to
JARDINE, MATHESON & CO., Ltd.,
Agents,
Hongkong 16th Oct., 1912. [796]THE AMERICAN & ORIENTAL
LINE.FOR BOSTON AND NEW YORK
via SUEZ CANAL.(With liberty to call at the Malabar
Coast.)

THE Steamship

"JESERIE,"

Captain White, will be despatched
from this port on or about TUESDAY, the 29th
October.

For Freight apply to

ARNHOLD KARBERG & CO.

General Agents,
Hongkong, 24th Oct., 1912. [797]MOVEMENTS OF
STEAMERS.VESSELS ADVERTISED TO
DEPART TO-MORROW.

For	Vessel
Straits, Europe, Philippines, Macao, Vancouver, Shanghai, Foochow, Japan,	Katsang, Delta, Yuenwang, Sui Tai, Empress of India, Anhu, Kwongsang, Laisang.

VESSELS ADVERTISED TO
ARRIVE TO-MORROW.

From	Vessel
Manila, Guaymas, Shanghai,	Rubi, Foochow, Den of Glamis.

AMERICAN MAIL.

The P. M. S. S. Co.'s s.s. Persia
with the American Mail sailed from San
Francisco for Hongkong, via Honolulu,
the Japan ports and Shanghai on
Saturday, the 6th inst.The P. M. S. S. Co.'s s.s. Korea
with the American Mail left San Fran-
cisco for this port via Honolulu, the
Japan ports and Shanghai on Saturday,
the 12th inst.The T. K. K. s.s. Tenjo Maru left
Kobe for Nagasaki on the 17th inst.,
and is due here via Manila on the 28th
inst.The P. M. S. S. Co.'s s.s. China
arrived at San Francisco on the 21st
inst.The P. M. S. S. Co.'s s.s. Persia
will sail from Yokohama for this port
via Kobe, Nagasaki, and Shanghai,
on Friday, the 25th inst., between 8 and
10 a.m. She will carry the American
Mails.

GERMAN MAIL.

The I. G. M. s.s. York carrying the
German Mails with date from Berlin
of 2nd inst., left Colombo on Saturday,
the 19th inst., p.m., and may be
expected here on or about Wednesday,
the 30th inst., p.m.

CANADIAN MAIL.

The C. P. R. Co.'s s.s. Empress of
Japan left Vancouver, B.C., for Hong-
kong (via Usual Ports of Call) on
Wednesday, the 16th inst., p.m.

FRENCH MAIL.

The M. M. s.s. Magellan, with the
outward French Mail, will leave for
Europe on the 5th prox., at 1 p.m.

AUSTRALIAN MAIL.

The I. O. M. s.s. Prinz Sigismund
left Sydney on Saturday, the 19th inst.,
at 11 a.m., and may be expected here
on or about Monday, the 11th prox.

MERCHANT STEAMERS.

The Barber Line s.s. Wray Castle
sailed from New York on the 18th
July, for Hongkong via the Straits.The s.s. Kourak left Singapore on
the 21st inst., a.m., is expected to
arrive in Hongkong on the 27th inst.,
a.m., and will leave most likely on the
same day for Nagasaki and
Vladivostok.The s.s. Rubi left Manila on Wednes-
day, the 23rd inst., and is due here on
Saturday, the 26th inst., daylight.The I. O. S. N. Co.'s s.s. Obeong-
shing, from Shimonoseki, is due at
Hongkong on the 26th inst., and leaves
for Tientsin on the 2nd prox.The Shing Line s.s. Den of Glamis,
from Shanghai, is due at Hongkong on
the 26th inst., and leaves for Singapore
and London on the 27th inst., at 5 a.m.The Shing Line s.s. Denbighshire,
from London is due at Hongkong on
the 30th inst. She passed Canal on
the 1st inst.The B. I. S. N. Co.'s s.s. Lawada,
from Rangoon, via Singapore, is due
at Hongkong on the 4th prox., and
leaves for Japan on the 10th prox.The Bank Line s.s. Polaris sailed
from New York on the American and
Oriental Line service for Far Eastern
ports via Suez Canal on the 5th inst.The A. L. s.s. Nippon left Singapore
for this port on the 23rd inst., and will
arrive here on the 29th inst.The I. O. S. N. Co.'s s.s. Fooching,
from Guaymas, (Mexico) is due at
Hongkong on the 26th inst.The I. O. S. N. Co.'s s.s. Hangsang,
from Shanghai is due at Hongkong
on the 27th inst., and leaves for
Shanghai on the 3rd prox.The s.s. Egremont Castle sailed from
New York on the 12th ult., for the
Far East.The N. Y. K. s.s. Yokohama Maru
American Line, left Yokohama for this
port via ports on the 16th inst., and
is expected here on the 28th inst.The T. K. K. s.s. Hongkong Maru
left Honolulu for Yokohama on the
14th inst., where she is due on the 30th
inst.The Seng Line s.s. Sengchoon left
Rangoon on the 16th inst., for Hong-
kong via Penang and Singapore and is
expected to arrive here on the 28th
inst.The s.s. Glenak passed the Suez
Canal on Tuesday, the 15th inst., for
Hongkong via Straits.

VESSELS IN PORT.

STEAMERS.

Beatty, Br. s.s., 2,110, Wm. H. H. H.,
24th Oct.—Vojl 19th Oct.,
Coal—G. L. & Co.Camillo, Br. s.s., 3,140, A. M. John,
16th Sept.—Tientsin 9th
Sept., Ballast—A. P. Co.Dagay, Nor. s.s., 885, Y. Solvay,
21st Oct.—Canton 20th Oct.,
Coal—T. & Co.Daijin Maru, Jap. s.s., 884, D. Fuchigami,
23rd Oct.—Swatow
22nd Oct., Gen.—O. S. K.Empress of India, Br. s.s., 5,940, E.
Beetham, 17th Oct.—Van-
couver 20th Sept., and
Shanghai 14th Oct., Mails
and Gen.—C. P. R. Co.Halvard, Nor. s.s., 1,066, C. Andersen,
23rd Oct.—Bangkok and
Hobhow 11th Oct., Gen.—
T. & Co.Katsang, Br. s.s., 1,110, R. C. D.
Bradley, 19th Oct.—Moji
13th Oct., Gen.—J. M. &
Co.Larles, Br. s.s., 1,840, Page, 25th
Oct.—Saigon 17th Oct.,
Gen.—W. F. Sing.Lai Sang Br. s.s., 2,225, E. J. Taid,
23rd Oct.—Calcutta 8th
Oct., Gen.—J. M. & Co.Looksun, Ger. s.s., 1,020, W. Taubert,
17th Oct.—Bangkok 7th
Oct., Ballast—B. & S.Lyemooon, Ger. s.s., 1,289, Holthoff,
15th Oct.—Saigon 10th
Oct., Rice—H. A. L.Michael Jensen, Ger. s.s., 951, J.
Petersen, 19th Oct.—Hal-
phong and Hobhow 18th
Oct., Gen.—J. M. & Co.

COMMERCIAL.

Singapore Share Market.

In their weekly share circular, Oct. 18, Messrs. Fraser and Co. says:—

The fall in rubber shares has received a check but investors show an inclination to mark time for a while until the position at home is a little more clearly defined. Industrials have been more fully dealt in, but mining shares lack support.

Rubber.—The Nordanal Rubber Company has declared an interim dividend of 5 per cent. and the shares keep steady with transactions at 204, 3d. Hajoops were taken at 7s. 3d., Lumuts 30s., Singapore Paras 3s. 8d., Rubber Trusts 9s. 3d. premium, Pegohs 42s. and United Temiangs fully paid 1s. 9d. Tapahe continue to fluctuate fairly freely, closing sellers at 112. Teluk Ansons had dealings at \$6.50 with buyers over. Ayer Moleks closed off at \$2.85, and Ayer Pannas \$7.35. United Malacca were done at 90 cents, Pantais \$1.12 and Indragiris \$0.75. Pulau Bulungare wanted at \$3.50 discount, Kelamaks \$2.10 discount and Malakoffs \$2.45.

Mining.—Pahang Consolidated after transactions round about 13s. 6d. have sellers now at 12s. 6d. There are a few Kinta Association Ordinaries on offer about \$13.50, Belats \$2.00, Kanaibols \$2.55 and Ting Kils at par. Sungai G. is kept steady in the neighbourhood of \$9.10 with a few still obtainable at 15 cents higher.

General.—Howarth Erskine Ordinaries have been in good demand, and after business at \$42 close buyers at \$45. Riley Hargreaves Ordinaries had dealings at \$105, and there are small buyers of the Preference Shares at \$107. Shell Transports close strong buyers at 25 1/2. 10 1/2, after considerable dealings at 25 to 25 1/2. Singapore Cold Storages have again declared the same dividend of 12 1/2 per cent. for the year ending June 30 and there are a few shares on offer at \$31. A few Straits Steamships were dealt in at \$140 premium for the new issue and there are a small number of fully-paid shares available at \$200. Straits Traders close rather better, buyers offering \$40.50 with sellers at \$50. Great Eastern Life Assurance Shares were placed at \$15 premium.

London Tea Report.

Messrs. Wm. Jas. and Hy. Thompson's Weekly Circular Sept. 27 advises:—The auctions have been on a smaller scale, the moderate total of about 90,000 pkgs. having been brought forward. The trade has shown greater confidence and have been operating more freely, with the result that the decline has been arrested. Ceylons have sold steadily with a hardening in value of the better invoices. China.—Arrivals: Pans, Pansbrokershiro Mongolia, totalling 5,005 pkgs. and 2,586 pkgs. in transit. Public sales: About 2,000 pkgs. were offered on 25th, the greater part of which was withdrawn. Privately: Contracts, except on the lowest grades, have been in small lines, but there has been a very fair amount of business transacted in Monings from 64d. to 7d. per lb., while the Blanding Houses have been operating freely in sweet clean leaf about 5d., and few lots of Old Season's tea have been disposed of as low as 4 1/2d. per lb. In the higher grades of Keomuns small quantities have found buyers from 1s. 3d. to 1s. 8d. per lb., and in the medium grades from 7 1/2d. to 9 1/2d. per lb. Java.—Offerings during the week 4,920 pkgs., against 1,550 pkgs. last year. There was rather a larger quantity offered, and bidding was once again controlled on all better liquoring parcels, but fair medium grades and lowest leaf must be quoted lower, and frequently merchants had to give way to secure a sale. Low grade fannings and dusts are being sold in rather large quantities, and offers for these are not in proportion to their intrinsic value. The best averages were:—Transvaal, 10d.; Malabar, 8 1/2d. The average for the whole sale on Garden Account is 7d. per lb., compared with 8 1/2d. per lb. a year ago.

LEGISLATIVE COUNCIL.

(Continued from page 8.)

economy in administration of public funds, a sentiment which would be re-echoed with approval on every side, but if His Excellency's warning was intended to foreshadow a cessation of expenditure on public works, or any expenditure that was necessary for the protection of life, property and health, he submitted, as had been shown by the hon. member, that such a policy would be unsound, and he thought there would be few people who would be able to view the prospects with satisfaction, because he thought it would be conceded by everyone, who understood the peculiarities of Hongkong's position, in the commercial world, how slender the foundation of its trade is, that if this Colony was to prosper it could only be by judicious and continued expenditure upon improvements that would bring shipping to this port and people to these shores. The moment they got left behind other ports in China whether in the matter of wireless telegraphy or in deepening of this Harbour; the moment they ceased to push their commerce and extend their railway connections, and keep the port healthy and provide comfort for the citizens, the port would be dragged from its position of prosperity, and pass away. All those improvements meant expenditure and expenditure meant taxation; but it also meant, with them, progress and prosperity which enabled the taxation to be borne.

First and foremost he would like to emphasize what had already been said, that there should be extended expenditure upon the policing of their premises, and that there should be efficient protection of life and property. Second in importance was the provision of a water supply that would suffice for their needs throughout the year, and it was to that question that his remarks were especially pointed. They were now commencing the construction of a new reservoir that might give them ample water throughout the year, and whilst contemplating the Government on commencing the work, he wanted to ask that nothing should be allowed to stand in the way of its completion at the earliest possible moment, and also that the heavy cost of this work should not in the future be put forward as an excuse for shelving other works of public utility. It was argued that money was not forthcoming for this as well as other works his answer was, that this was pre-eminently a case for a temporary loan. He was aware of the policy of the Colonial Office which forbade this Colony incurring heavy indebtedness, and he fully endorsed that policy so long as it stopped expenditure upon costly buildings and luxuries of wealth, but when it came to spending money on building a reservoir that they ought to spend on ridding the Colony of mosquitoes and plague and Kwangtung criminals, he maintained that such a policy was unsound and wrong. But this was a question of water supply, which was one of the greatest and most urgent necessities, and if a loan was needed and the Colonial Office refused its sanction, then the matter should be referred to the House of Parliament, and it should be explained that our storage capacity was only sufficient, barely sufficient in fact, for five months of the year. In any year such as the present for instance when the dry season meant seven to ten months, it was serious. It could be pointed out that during the year 1911, 300,000 Chinese in this Colony for over 100 days had to be content with a short supply of water, and if they made it clear what a short supply meant—just sufficient for the primary purposes and little or none for cleansing—and if it were made known to them that for years past they had been preaching to the same Chinese cleanliness and sanitation on one hand and on the other hand they have withheld from them the one essential for cleanliness, and if the mockery underlying this question was laid before Parliament, he thought the Colonial Office might be induced to withdraw its opposition. He wanted His Excellency to take steps to prevent the delay in carrying out the building of the reservoir that

characterised the building of the Law Courts, the Post Office and the Kowloon Market. He wanted His Excellency to invest the engineer with full powers to carry out the work and to make him personally responsible to His Excellency for the completion of the work. He also suggested that the contractor should be paid a premium for every month he saved on the contract time. He would ask His Excellency to have laid on the table a half yearly statement similar to that given in connection with the Typhoon Refuge, which would be an absolutely correct index, or at least sufficient to enable the members of that Council to form some idea of the progress of the work (Applause).

The Hon. Director of Public Works said that the undertaking would have the required attention, but the initial stages of such undertakings were unavoidably slow and tedious. The contract was signed only a couple of days before for the carrying out of this work. The amount of the contract was \$1,781,817.08. The time allowed for the completion of the work was five years, but he trusted that within two years from the present time the work would have reached such a stage as to enable them to derive some benefit from it in the way of increased supply of water.

His Excellency replied. He little time to replying to various points raised in the debate. After dealing with the opium revenue His Excellency turned to the criticism of the provision for extra police that had been made in the estimates. He was sorry that the hon. member did not think that the provisions to be made were satisfactory, though when they were made Hongkong would have one policeman to every 450 inhabitants. London had a police force of one policeman to every thousand. The second place was not altogether comparable with Hongkong, but even

(Continued on Page 10.)

Public Companies

HONGKONG & SOUTH

CHINA STEAM FISHERIES CO., LTD.

NOTICE TO SHAREHOLDERS.

THE SECOND ANNUAL MEETING OF SHAREHOLDERS will be held at the offices of the undersigned, Queen's Building, Victoria, Hongkong, on TUESDAY, the 29th October, 1912, at Noon.

The TRANSFER BOOKS of the Company will be CLOSED from the 22nd to the 29th October, 1912, both days inclusive.

BRADLEY & CO., General Managers.

Hongkong, 17th Oct. 1912 1784

HONGKONG & SOUTH

CHINA STEAM FISHERIES CO., LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above Company will be held at the Offices of the undersigned, Queen's Building, Victoria, Hongkong at 12.15 o'clock on TUESDAY, the 29th day of October, 1912, for the purpose of considering (and if thought fit) passing the following Resolution as an EXTRAORDINARY RESOLUTION:—

"That the General Managers of the above Company do in pursuance of the powers in that behalf contained in the Memorandum and Articles of Association of the above Company take all necessary steps to promote and form in the Empire of Japan a Company of the kind known and referred to in the laws of the said Empire as a 'Kabushiki Kaisha,' the objects of which 'Kabushiki Kaisha' shall be similar in all material respects to the objects of the above Company as contained in its Memorandum of Association and formed shall be a subsidiary to the above Company and shall take over and acquire from the above Company the steam trawler 'Hoi Fung' and that the above Company shall acquire and hold on behalf of the shareholders a share in the said 'Kabushiki Kaisha'."

Dated the 17th day of Oct. 1912.

BRADLEY & CO., General Managers.

Banks

INTERNATIONAL BANKING CORPORATION.

Head Office—60, Wall Street, New York.

London Office—10, Bishopsgate, E.C.

BRANCHES:

Bombay, Calcutta, Canton, Cebu, Hankow, Hongkong, Kobe, Manila, Peking, Shanghai, Singapore, Soerabaya, Yokohama.

Capital and Reserve about \$100,000,000.

DEPOSITS RECEIVED: fixed for one year at 4 1/2 per cent. or for shorter periods, at rates, which may be ascertained on application.

LETTERS OF CREDIT AND DRAFTS granted on all the principal cities of the world.

ALL BANKS CIRCULAR LETTERS OF CREDIT are available all over the world.

PURCHASE AND SALE of Stocks and Shares effected.

TRAVELLERS CHECKS sold and cashed.

GEORGE HOOGE, Manager.

9, Queen's Road, Hongkong.

Hongkong, 19th July, 1912 [19]

THE YOKOHAMA SPECIE BANK, LIMITED.

Established 1880.

AUTHORIZED CAPITAL Yea 48,000,000

PAID-UP CAPITAL ... 30,000,000

RESERVE FUND ... 17,500,000

Head Office—YOKOHAMA.

Branches: Amoy, Canton, Hankow, Hongkong, Kobe, London, Lyons, Shanghai, Soerabaya, Yokohama.

INTEREST ALLOWED ON CURRENT ACCOUNTS.

Deposits received for fixed periods at rates to be obtained on application.

TAKEO TAKAMICHI, Manager.

Hongkong, 1st April, 1912. 18

Notice

PEAK TRAMWAY CO. LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m. Every 15 min.

8.00 a.m. to 10.00 a.m. " 10 min.

10.00 a.m. to 11.00 a.m. " 15 min.

11.00 a.m. to 12.45 p.m. " 15 min.

12.45 p.m. to 1.15 p.m. " 10 min.

1.15 p.m. to 1.45 p.m. " 15 min.

1.45 p.m. to 2.15 p.m. " 10 min.

2.15 p.m. to 5.00 p.m. " 15 min.

5.00 p.m. to 8.10 p.m. " 10 min.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.30 p.m. every 15 minutes.

SUNDAYS.

7.30 a.m. to 10.30 a.m. every 15 min.

10.30 a.m. to 11.00 a.m. " 10 min.

11.45 a.m. to 12.00 noon " 15 min.

12.00 noon to 1.00 p.m. " 10 min.

1.00 p.m. to 5.00 p.m. " 15 min.

5.00 p.m. to 6.00 p.m. " 10 min.

6.00 p.m. to 7.00 p.m. " 15 min.

7.00 p.m. to 8.10 p.m. " 10 min.

SATURDAYS.

Extra Cars at 11.45 p.m.

SPECIAL CARS.

Arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road.

H. D. HUMPHREYS & SON, General Managers.

Hongkong, 2nd Nov. 1912.

FOR SALE

BOX'S EXCHANGE TABLES

1/8 To 1/10

APPLY

HONGKONG

TELEGRAPH

Banks

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000

RESERVE FUND \$10,000,000

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Exchange

Selling.	Buyer.
T/T. 2-18/16	1 m/l. L/O
Demand	1 m/l. D/P
60 d/s	1 m/l. L/O
60 d/s	10 d/s. Sydney & Melbourne
1 m/l. 2-18/16	10 d/s. San Francisco & New York
1/T. Shanghai	1 m/l. Marks
1/T. Singapore	1 m/l. Marks
1/T. Japan	1 m/l. do
1/T. India	Bar Silver, ready
1/T. S. India	forward
1/T. San Francisco and New York	Gold Leaf per tola
1/T. Java	Bank of England rate
1/T. Manila	3 varials
1/T. Hongkong	

Subsidiary Coins.

Discount per \$100

Chinese ... 20 cts. pieces ... 7 1/16

Malaya ... 100 ... 3 1/2

Hongkong 20 ... 4 1/2

Hongkong 10 ... 6 1/2

Opium Quotation.

Aug. 21.

Malwa, New ... \$9.125 per lb.

Malwa, Old ... 3.400

Malwa, V. Old ... 3.625

Perania, fine quality 1.450

Panna, New ... 4.050

Panna, Old ... 3.850

Banars,

Notice



"This has given me New Health and Nerve Power!"

A new lease of health, new strength and vitality, stronger nerves, better digestion, where before there was nervous exhaustion with all its miseries—such has been the happy experience of more than a million users of Sanatogen.

A typical case in point is that of **Madame Olive Schreiner**, the gifted author, whose "Story of an African Farm" has become a literary classic. She writes from the Cape of Good Hope:—

"The effect of Sanatogen upon me has been most remarkable. Nothing that I have taken for years has given me such a sense of vigour and restored circulation. I shall never be without Sanatogen, and you may make any use you wish of this letter, as I am anxious that everyone who is suffering from nerve-weakness should try it."

If you are a sufferer from nerve-weakness, low vitality, or poor digestion, it is simply a duty you owe to yourself and your family to investigate the claims made for

Sir Charles A. Cameron, C.B., M.D., etc., the famous analytical chemist, writes:—

"Sanatogen is a substance of the highest nutritive value, containing in it does a large amount of organic phosphorus in exactly the form in which it can be easily absorbed. It is an excellent nerve food."

Sir Luke White, M.P., the well-known statesman, writes:—"My experience of Sanatogen confirms the medical opinion; there is no longer that feeling of fatigue which one previously experienced, but there follows from its use a distinct restorative effect."

Mr. Frank Spence, Spence, R.L., F.R.G.S., the well-known artist, writes:—"I had been suffering from neuritis for several months, and after trying different so-called remedies was advised to try Sanatogen. It has worked wonders—in fact, quite overthrown the trouble."

Mr. Arnold Bennett, the distinguished writer, states:—"The tonic effect of Sanatogen on me is simply wonderful."

Prof. Dr. G. A. Ewald, of Berlin University, writes:—"I have used Sanatogen in a number of cases, mainly of a nervous or neurasthenic origin, and have obtained excellent results."

SANATOGEN

The Food Tonic

a true chemical combination of phosphorus and protein, which nourishes and invigorates all the cells and tissues of the body, yet contains nothing harmful—no stimulants or narcotics. It is especially valuable in dysentery, chronic diarrhoea, and other stomachic disorders.

Write for Free Book.

Over 16,000 physicians, among them the very leaders in medical science, have publicly certified to the excellent results which they have obtained from Sanatogen in cases of nervous exhaustion, brain-fag, sleeplessness, indigestion, anæmia, digestive disorders, and various wasting diseases.

You could not ask for more convincing assurance that Sanatogen will benefit you.

Buy a bottle to-day—it is sold by all Chemists. And write for a Free Copy of "The Art of Living," by Dr. Andrew Wilson, the well-known medical author. This interesting book tells you all about Sanatogen, and also contains a great deal of valuable advice on health topics. Write at once, mentioning this paper, to the manufacturers of Sanatogen, Messrs. A. Wulff & Co., 6, Klucking Road, Shanghai.

THE LAST WORD IN PREPAID ADVERTISEMENTS.

ONE CENT PER WORD!

FOR EACH INSERTION

IF YOU HAVE A HOUSE TO LET.
IF YOU DESIRE TO RENT A HOUSE.
IF YOU REQUIRE ROOMS.
IF YOU WOULD LIKE TO LET ROOMS.
IF YOU WANT AN EMPLOYEE.
IF YOU ARE IN NEED OF A POSITION.
IF YOU HAVE LOST ANYTHING.
IF YOU HAVE FOUND ANYTHING.
ADVERTISE IN THE "TELEGRAPH"

ONE CENT PER WORD!

FOR EACH INSERTION

ADVERTISE AND WATCH RESULTS.

POST OFFICE

XMAS AND NEW YEAR PARCELS.

The Public are informed that the Christmas and New Year Parcels Mail to the United Kingdom and Countries beyond, will be closed in this Office on Friday, the 8th of November at 5 p.m. This Parcel Mail by the long-sea route via Gibraltar is due to reach London on the 14th of December. Parcels may be forwarded by the same Mail via Brindisi with an extra fee of 60 cents. Parcels so super-added are due to reach London on the 6th of December. The following Mail of the 22nd November is not due in London via Gibraltar, until the 28th of December; via Brindisi on the 20th of December.

Parcels containing Gold or Silver must be insured for at least part of their value. All insured parcels must be sealed. All the seals must be of the same colour and wax and must bear the impression of a private device. This device must be the same on each seal. Straight, Curved, Crossed or Dotted Lines are not admissible. Buttons, Coins or Trimbles are not to be used for sealing.

The Clerks of the Post Office are forbidden to affix stamps on Letters or Parcels or to seal any article for the Public. Parcels that in the opinion of the Officer handling the same do not comply with the regulations, will not be accepted. It is requested that Parcels be posted early.

The Public are requested to have their correspondence addressed to their house numbers and not their house names, as such names are often confusing to Chinese Postmen.

MAILS ARRIVED TO-DAY.

Swatow, s.s. Haimun.

Japan, etc., s.s. Delta.

MAILS VIA SIBERIA.

Left London Shanghai

Oct. 2 Oct. 19

Oct. 6 Oct. 21

MAILS DUE.

French, Magellan, 16th prox.

American, Shinyo, Maru, 16th prox.

MAILS CLOSE.

Straits, Barmah and India via Calcutta

—Per Kutang, 26th Oct., 10 a.m.

Japan via Kobe—Per Laisang, 26th Oct., 10 a.m.

Straits, Barmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt, and Europe via Brindisi. (Lat. Letters 11 a.m. to noon, Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail (Extra Postage 10 cents.) (Letters posted in time for the first clearance will be included in this contract mail.) The Parcel Mail will be closed on Friday, Oct. 25th at 5 p.m.—Per Delta, 26th Oct., 11 a.m.

Philippine Islands—Per Yuensang, 26th Oct., 1 p.m.

Macao—Per Sai Tai, 26th Oct., 1.15 p.m.

Shanghai and North China—Per Anhui, 26th Oct., 5 p.m.

Shanghai, North China, Japan via Nagasaki, United States, South America and Canada via Vancouver (Europe via Siberia)—Per Empress of India, 26th Oct., 5 p.m.

Foochow—Per Kwongang, 26th Oct., 5 p.m.

Saigon—Per Lyceon, 26th Oct., 5 p.m.

Swatow—Per Haimun, 27th Oct., 8 a.m.

Swatow, Amoy, and Formosa via Tamsui—Per Daijin-maru, 27th Oct., 9 a.m.

Macao—Per Sai Tai, 28th Oct., 1.15 p.m.

Swatow, Weihaiwei, Chefoo, and Tientsin—Per Kuei-ow, 28th Oct., 3 p.m.

Hoihow, Halphong, Pakhoi and Saigon—Per Sigan, 29th Oct., 9 a.m.

Swatow, Amoy and Foochow—Per Haitan, 29th Oct., 10 a.m.

Shanghai, North China, Japan via Nagasaki, Honolulu, Canada, United States and South America via San Francisco (Europe via Siberia)—Per Nippon-maru, 29th Oct., 11 a.m.

Macao—Per Sai Tai, 29th Oct., 1.15 p.m.

Philippine Islands—Per Kaitong, 30th Oct., 3 p.m.

Straits, Barmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt, and Europe via Naples—Per Derflinger, 30th Oct., 4 a.m.

States and Ceylon—Per Nankin, 30th Oct., 5 a.m.

Swatow—Per Haimun, 30th Oct., 10 a.m.

Batavia, Ceylon, Samsang and Somalaya—Per Tjilal, 30th Oct., 11 a.m.

Newspaper—Per Kaitong, 30th Oct., 11 a.m.

SHIPPING NEWS.

ARRIVED.

Shinjo Maru, Jap. s.s., 2,372, Y. Maru, 24th Oct.—M. B. K.

Chow Tai, Ger. s.s., 1,120, W. Rober, 24th Oct.—Bangkok 16th Oct., Gen.—B. & S.

Sabine, Bickner, Dutch s.s., 573, De Vries, 24th Oct.—Shanghai 18th Oct., Ballast.—A. P. & Co.

Dalla, Br. s.s., 4,780, E. P. Martin, s.s.s., 26th Oct.—Shanghai 22nd Oct., Mail and Gen.—P. & O. S. N. Co.

Haimun, Br. s.s., 641, J. W. Evans, 26th Oct.—Swatow 24th Oct., Gen.—D. L. & Co.

Japan, Swed. s.s., 3,282, O. A. Paulson, 25th Oct.—Mojil 20th Oct., Coal.—A. Nilsson.

Kumgang, Br. s.s., 3,077, F. Wheeler, 25th Oct.—Mojil 20th Oct., Gen.—J. M. & Co.

Kwongang, Br. s.s., 1,424, W. J. Blocher, 25th Oct.—Canton 24th Oct., Gen.—J. M. & Co.

Triumph, Ger. s.s., 769, W. Langschwartz, 25th Oct.—J. & Co.

Sosho Maru, Jap. s.s., 1,119, K. Tashiro, 25th Oct.—Swatow 24th Oct., Gen.—O. S. K.

Trigonia, Dutch s.s., 1,070, Haam, 25th Oct.—Singapore 19th Oct., Bulk oil.—A. P. Co.

Wong Kai, Ger. s.s., 1,115, H. Oltmanns, 25th Oct.—Bangkok 17th Oct., Rice.—B. & S.

Ting Sang, Br. s.s., 1,045, Bramwell, 26th Oct.—Chato 19th Oct., Gen.—J. M. & Co.

Dainichi Maru, Jap. s.s., 1,952, T. Nakamura, 25th Oct.—Kamatsu 19th Oct., Coal.—M. B. K.

Kiang Ping, Chi. s.s., 1,222, Randy, 25th Oct.—Tientsin and Chingking 19th Oct., Gen.—Tung Lee.

Kueichow, Br. s.s., 1,315, Finlayson, 25th Oct.—Tientsin 16th Oct., Gen.—B. & S.

Kalfong, Br. s.s., 1,025, J. V. Sidford, 25th Oct.—Manila 22nd Oct., Gen.—B. & S.

Benvorlich, Br. s.s., 2,164, T. Smith, 25th Oct.—London via Ports 11th Sept., Gen.—G. L. & Co.

DEPARTED.

Oct. 25.

India, for Shanghai.

Yawata-maru, for New Zealand.

Halobing, for Foochow.

Kalgan, for Canton.

Pheumphen, for Saigon.

Bombay-maru, for Shanghai.

Zafiro, for Philippine Islands.

Yushun, for Shanghai.

Tjilatjah, for Sourabaya.

Langshing, for Hongkong.

Fri, for Newchwang.

Kiev, for Odessa.

PASSENGERS ARRIVED.

Per s.s. Delta, arrived 25th Oct.

from Shanghai:—

Dick, Mr. & Mrs. Sundkrimer, W.

Evans, Mrs. A. Smith, Mr. & Mrs.

Gill, A. C. Mitchell, Mrs. M. Taylor, Comdr. B.

McQuillan, W. Ritchie, A. s.m.

Per s.s. Kumgang, arrived 25th Oct.

from Mojil:—

More, Miss Fotte, Miss (2)

Pott, Mrs. H. Remedeis

PASSENGERS DEPARTED.

Per Mongolia, sailed on 25th Oct.

for San Francisco, etc.:—

Aw Young, Fay, Mrs. E. Goldenberg, Mrs.

Barnette, Mr. and M. Ho Wal-lung

Mrs. P. H. Barnard, Mr. and Mrs. F.

Mrs. T. H. Baker, Dr. & Mrs. Montague, Miss

Geo. B. Barnette, Master Marsh, Mr. A.

Beaude, Mrs. F. MacMurtre, J. H.

W. Bellillo, Dr. A. Nichols, E. C.

Butter, Mrs. M. Plokhman, Miss F.

Bheasak, Mr. and L. Puri, M. L.

Mrs. M. O. Pinto, Lieut. A.

Cline, Mr. C. Paul, W. C.

Chalapa, J. Pareira, J. de O.

Cavanagh, M. L. Rabun, E. H.

Oliver, Miss A. Coban, L. O.

Oliver, Mrs. W. B. Seabright, Mrs. H.

Ochoa, S. K. Tsang, Sze

Deban, Mr. and Tom Gas-jan

Mr. C. Wiering, W. F.

Ward, Mr. & Mrs. West, Mrs. F.

Young, J. E.

WEATHER REPORT.

On the 25th at 11.55.—Pressure has decreased considerably over S. Manabaria and moderately over N.E. China. A depression appears to have formed to the N. of Korea.

Pressure has increased slightly along the S. coast of China.

The depression over the central Philippines has deepened slightly. It may become a typhoon.

Moderate monsoon is indicated along the E. coast of China, and over the N. China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to day, 60.0 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District. Forecast.

1 Hongkong and Neighbourhood. N.E. winds, moderate; fine.

2 Formosa Channel. N. winds, fresh.

3 South coast of China between Hongkong and Lamook. The same as No. 1.

4 South coast of China between Hongkong and Hainan. The same as No. 1.

CHINA COAST METEOROLOGICAL OBSERVATIONS.

25th October, a.m.

Station. Hour. Barometer. Temperature. Humidity. Direction. Force.

W'atsook 7 a 30.10 39.88 sw 5 or

Nomuro 8 a " " " " "

Hakodate " " " " "

Fukui " " " " "

Kochi " " " " "

Nagasaki " " " " "

Kashima " " " " "

Oshima " " " " "

Ishijima " " " " "

Bonin Is. " " " " "

Chefoo " " " " "

W'haiwei 8 a 30.14 58.94 sw 3 or

Hankow " " " " "

Kiangsi " " " " "

Shanghai " " " " "

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Mail Steamers

THE PENINSULAR AND ORIENTAL S. N. CO.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR STEAMERS TO SAIL OF REMARK

SHANGHAI INDIA Capt. G. W. Gordon, R.N. 10 a.m. Freight and Passage.

LONDON, via DELTA Capt. E. P. Martin, R.N. 25th Oct. Noon. Freight and Passage.

USUAL PORTS OF CALL NANKIN Capt. Owen Jones, R.N. 10 a.m. Freight and Passage.

LONDON & ANT. WEBER, 8' FORM. PERAK, O'ND. PORT SAID AND MANMILLER, About 31st Oct. Freight and Passage.

SHANGHAI, K O B E & YOKOH